

# SAN MARINO

MOTOR CLASSIC

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**AUGUST 22, 2021 • LACY PARK**

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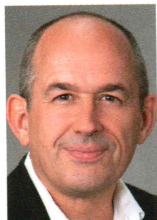
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# SAN MARINO MOTOR CLASSIC

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**ART SBICCA**

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Volunteer Chairman

Welcome to the 10th Annual San Marino Motor Classic and 5th Annual Symphony of Cars Gala. It seems to have been an eternity since we were last gathered in Lacy Park for the 2019 event. I want to thank our organizing committee, volunteers, sponsors, donors, judges, and exhibitors who stood steadfast and supported this event through the COVID19 Pandemic.

This year's edition of the San Marino Motor Classic includes the Ferrari Club of America Southwest Region's Concorso Ferrari the Classic Car Club of America's Grand Class and Packard International's Grand Salon. In addition to David Lee's private collection of Ferraris we are hosting for the first time the Automotive Fine Arts Society Art Exposition and Sale.

I would be remiss if I did not mention that over the past 9 years, the San Marino Motor Classic has raised over \$2.3 million that has been distributed to our charitable beneficiaries, the Pasadena Humane Society, Cancer Support Community Pasadena, and the San Marino Rotary Charities, which acts as a conduit in distributing funds to over 20 charitable organizations throughout the San Gabriel Valley. One other fact that often goes unnoticed is that the entire San Marino Motor Classic is produced by volunteers. The organization has no paid employees.

I would like to also take this opportunity to thank the San Marino City Council, the City Management Team, Police and Fire Departments, and the staff at Lacy Park for their assistance in allowing the San Marino Motor Classic to be held in Lacy Park. Thanks, must also go to the residents of San Marino, especially those who live near Lacy Park, for their understanding and support of the event.

Mention should be made that the San Marino Motor Classic, while being a car show, also brings people into our city that would most likely never be exposed to our park lined boulevards. and stately homes. The Motor Classic also brings money into our community that would probably never find its way to San Marino. In 2020 the San Marino Motor Classic pledged \$50,000 for the refurbishment of Lacy Park Rose Garden. Your support of the San Marino Motor Classic is essential for the event continuing to be a contributing element in our community.

I would like to give my thanks to David Kuntz, KABC Automotive Reporter, and Ed Justice, Jr., who are our Master of Ceremonies for our event. The San Marino Motor Classic could not go on without SMMC Chief Judge John Milliken and Assistant Chief Judge Allan McCrary along with Concorso Ferrari Chief Judge Bruce Leeds and Concorso organizer Jim Bindman. I am grateful for the support of the Classic Car Club of America, Ron Verschoor, Paul Whitney and Fred Lax who together with Robert Escalante and Tom Shiel of Packards International are responsible for bring many of the pre-war classics to Lacy Park.

When you look around and take in the entire ambience of the San Marino Motor Classic, thanks must be given to Rod Miller, Operations Chairman, and the recipient of the 2019 Ben Reiling Memorial Volunteer Award for outstanding service. This award will be presented at the Symphony of Cars Gala at which time Dennis Kneier our Treasurer for the past 10 years will be the 2021 recipient.

It has been a pleasure for my committee to bring this event to San Marino's Lacy Park, and I hope that you will all enjoy the day!

Best personal regards,

Aaron Weiss  
Chairman

## San Marino Motor Classic

150 N. San Gabriel Blvd., Suite 700 | Pasadena, CA 91107  
www.sanmarinomotorclassic.com  
flyingagarage@gmail.com





**Ken Ude**  
Mayor



## City of San Marino

### The San Marino City Council Welcomes the San Marino Motor Classic



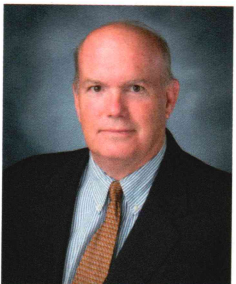
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The San Marino City Council is pleased to have the Motor Classic return to Lacy Park.

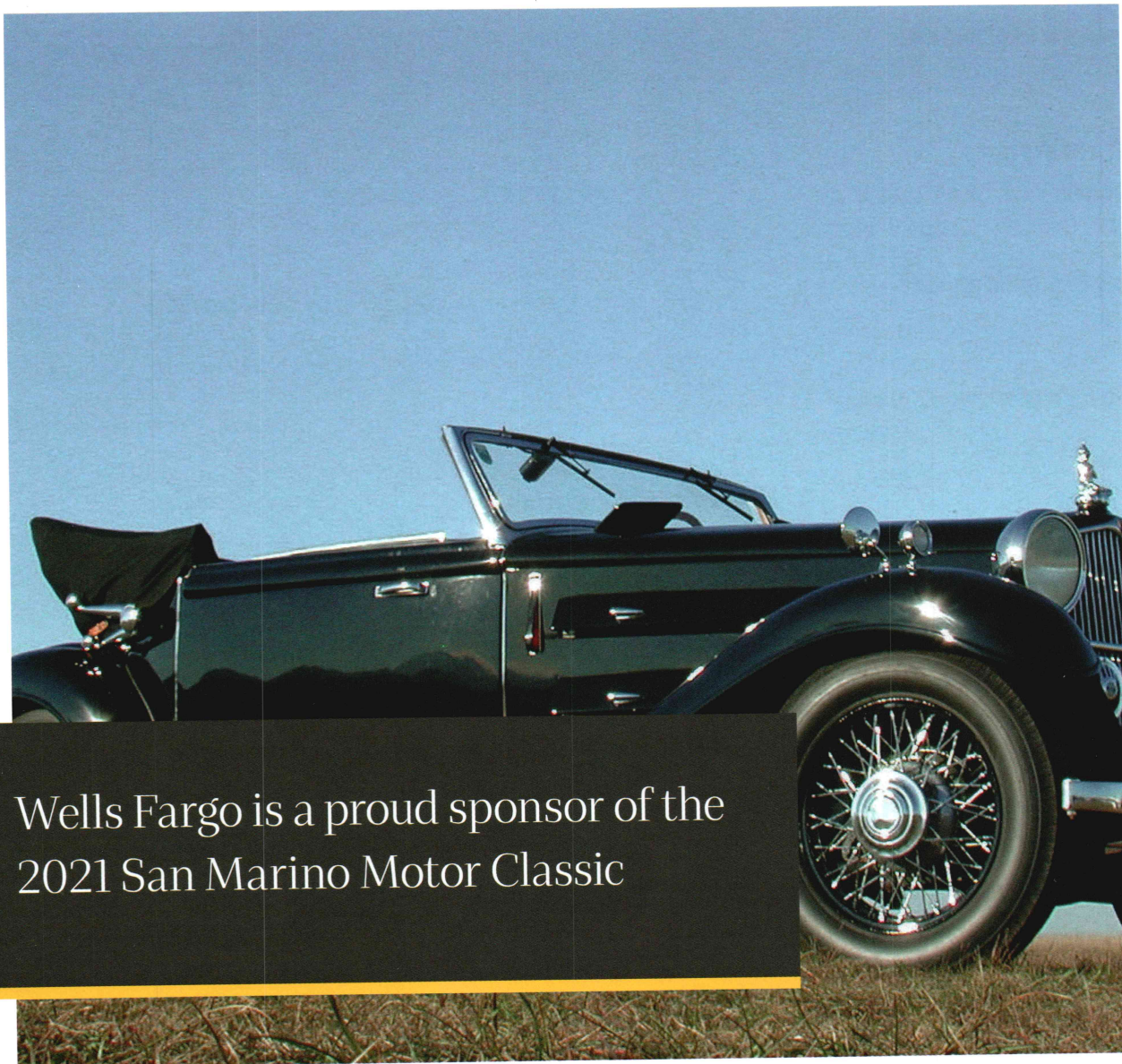
We and our community especially appreciate the various contributions the Motor Classic has made to the City; such as, its contributions to Centennial Field and the playground at Lacy Park.

We hope you enjoy your day at the Motor Classic here in San Marino.

Mayor Ken Ude

*The San Marino City Council consists of five members, elected by residents. Council Members serve without any financial compensation and elect one of their own to serve as Mayor annually. No City of San Marino funds were expended on this advertisement.*





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**Stephen Russell** - Chairman - Ways & Means Committee  
**Rod Miller** - Chairman - Facilities  
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**Allan McCrary** - Assistant Chief Judge

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Wally Clark  
Marvin Landon  
Bruce Leeds  
Brook Solovy

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Fed Lax  
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Ronald Verschoor  
Paul Whitney

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Paul Colony  
Mia Dunn  
Jeff Falkenbury  
Tom Harter  
Mark Henzel  
Issac Hung  
Dennis Kneier  
Al Plamann  
Ron Stoffers



# JUDGES



## JOHN MILLIKEN – CHIEF JUDGE

John is a former Air Force pilot who served two tours in Vietnam (1969 and 1972) where he flew transports and B-52 bombers. After his military service, John continued on as a pilot in the private sector for Western and Delta airlines. He captained the L-1011, MD-11, and Boeing 767 and flew domestic, European, and Asian routes, retiring in 2004 after twenty-eight years with the airlines. For over fifty years, John has been involved with classic cars - from restoring to judging, advising to authoring - John has offered his talent in many capacities. He has restored over forty cars with a particular interest and fondness for the American Classics from the 1930s, especially the GM and Packard convertible sedans. John is also an accomplished author having written over sixty articles for publication in vintage car and club magazines. Currently a Master Judge for the Classic Car Club of America, John is also in his ninth year as the Chief Judge for the SoCal Region of CCCA. In addition, John has been a Head Judge for the Santa Barbara and Palm Springs Concours and is in his second year as Head Judge for the San Marino Motor Classic. He has also been Director of both the Oregon and SoCal Regions of the CCCA. John parks his cars in Westlake Village with his wife of thirty-three years, Leslie. He is especially proud to include his son, Pierce (named after a 1936 Pierce Arrow John once owned) as an apprentice judge at today's show.



## ALLAN MCCRARY – ASSISTANT CHIEF JUDGE

Allan McCrary has been a member of the Auburn Cord Duesenberg Club since 1974, serving on it's Board of Directors, as President and is currently the National Chief Judge where he was instrumental in developing recently revised judging standards that focus on authenticity for the three marques. He is also a Classic Car Club of America (CCCA) Accredited Judge. He is a member of the American Bugatti Club, the 356 Registry and the CCCA where he has participated in ten CARavans. Allan serves on the Advisory Board for the Serrano and Lincoln Hills Concours, is a consultant for the Academy of Art University Collection and has assisted the Head Judge of the San Marino Motoring Classic for the last five years. He maintains a eclectic collection of automobiles covering a wide range of interests; Classics, Post War German and British Sports cars and American Luxury / Muscle. In addition, he holds a Sports Car Club of America Full Competition License. He is a retired pilot with three careers in aviation; as a Colonel in the United States Air Force, Branch Chief for the National Aeronautics and Space Administration and as a Captain for Southwest Airlines.



## TOM J. SCHEIL – CHIEF JUDGE, PACKARDS INTERNATIONAL, GRAND SALON

Tom has been an active member of the collectable car community since the early 1960's, having purchased his first antique car (a 1931 Chrysler rumble seat coupe) in 1962. Subsequent purchases followed in the late 60's and mid 70's including a 1934 Packard Phaeton, a 1949 Packard sedan, and in the year 2000, a 1968 Rolls Royce. Tom personally restored his Packard Phaeton over a period of 11 years, finally completing this task in 1979. As a member of Packards International, Packards Automobile Classics, the Antique Automobile Club of America, The Classic Car Club, the Chrysler Club, and the Rolls Royce Club, for many years, Tom has personally judged for these clubs over the years. Originally born in New Jersey and having lived there for 40 years, Tom was a member of the CCCA Metropolitan Region Classification Committee in the 70's, and after moving to southern California in 1979, became an active member of the Southern California Region of CCCA and also a member of their Classification Committee. Being very active in the Packards International Car Club since moving to California, Tom has held the Head Judge position for the last 8 years.



# JUDGES



## JOHN NOLAN – CHIEF JUDGE, CLASSIC CAR CLUB OF AMERICA, SOUTHWEST GRAND CLASSIC

John Nolan, the Chief Judge for the Classic Car Club of America ("CCCA") Grand Classic portion of the 2021 San Marino Motor Classic has been a member of the CCCA for more than 35 years. During these years he has served as Chief Judge of a prior Grand Classic and organized and directed the only CARavan held by the Southern California of CCCA. John has also frequently judged at Palos Verdes, Dana Point, and Huntington Beach. John is a former Director of the Southern California Region, and has been a CCCA Master Judge (#127) since 2001. He is a Cadillac devotee, and a long-time member of the Cadillac-La Salle Club, owning 4 Classics: 1937 Cadillac 75 Limousine, 1941 Cadillac 60 Special (Senior 1279), 1941 Cadillac convertible coupe, 1941 Cadillac 62 deluxe coupe. John is an attorney, living in Redlands, with his wife Cesca, in a historic 1897 home.



## BRUCE LEEDS – CHIEF JUDGE, FERRARI CLUB OF AMERICA

Bruce Leeds is a native Californian who grew up in the San Gabriel Valley close to Lacy Park. He discovered Ferraris reading Road & Track magazine when he was 13 and has been a fan ever since. He has made 2 pilgrimages to the Ferrari factory in Maranello and has toured many of the classic automotive design studios in Italy. Bruce has been a judge of many types of cars. He judged 55-56-57 Chevys at several national conventions and was a class manager and judge for several years at the Palos Verdes Concours. He also judged Ferraris for 8 years at the Concorso Ferrari. His own Ferrari - a 575M Maranello - has won 13 Platinum awards. This year Bruce will be the Chief Judge at the Concorso and looks forward to an outstanding display of Prancing Horses. Bruce and Peggy - his wife of 49 years - enjoy participating in Ferrari Club of America events and taking their Ferrari out on the road.

### CLASSIC CAR CLUB OF AMERICA - GRAND CLASSIC JUDGES

John Nolan  
Chief Judge  
Belva Baltzar  
Tabulator

Mike Adams  
Erick Baltzar  
Jerry Block  
Harry Clark  
John Farrall

John Farrar  
Terry Kaplan  
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Chief Judge

Jeff Berrier  
Andy Blake  
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Lupe Chirat

Herman Dentler  
Karen Hallsman  
Jay Johnson  
Frank Jackson  
Bruce Spangrud

Mike Spera  
Shari Ten Eyck





# JUDGES

## SAN MARINO MOTOR CLASSIC JUDGES

John Milliken

**Chief Judge**

Allan Mc Crary

**Assistant Chief Judge**

Leslie Milliken

**Chief Tabulator**

Alan Weiss

Alden Weiss

**Tabulator**

Larry Braun

Jack Brown

Les Burd

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Clay Carr

Dana Caruso

Frank Chirat

Harry Clark

Wally Clark

Richard Cole

Tom Colitt

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Lance Coren

Larry Crane

Tessa Crane

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Tony D'Alessandro

Nick David

Michael Dolphin

Scott Dombroski

Jerry Dotson

Dick Douglas

Joe Downie

Corena Dusek

Tom Elerding

Ben Erickson

Jeff Fadley

John Farrall

Chuck Forward

James Frank

Richard Frauenzimmer

Paul Friskopp

Ken Funk

Thomas Gatsoulis

Alan Gebhard

Dennis Glavis

Paul Gleason

Chris Green

Bryon Grenfell

Christoph Grohe

Bob Gunthorp

James Hanavan

Peter Harrison

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Lynn Hern

Phil Hoffert

Christopher Hoffman

Chris Holl

Dan Howard

Ben Hsu

Gary Hunter

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Paul Ianuario

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Jeff Jacoby

Max Janisch

Reed Jensen

Jay Johnson

Nelson Jones

Terry Kaplan

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Gordon Wangers

Thomas Warden

Ian Wayne

Gerry Willburn

Bob Wright

Butch Wright

Steven Young

Carl Zeiger

Vicki Zeiger

Shelly Zide

## CONCORSO FERRARI JUDGES

Bruce Leeds

**Chief Judge**

Jim Bindman

**Assistant Chief Judge**

Brook Solovy

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Brandon Lew

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Scott Parker

Dean Pellegrino

Deb Pollock

Ben Pratt

Mark Process

William (Bill) Scott

Debbie Sidera

Bill Smailes

Sammy Spera

Timo Tanskanen

Florella Terenzi

Chad Woods

Thomas Woolsey



# *Congratulations to the 10th Annual* **SAN MARINO MOTOR CLASSIC**



*Award Winning  
1933 Marmon V-16  
Car-Featured Here Courtesy of:*



## *Ruth T. Mayeda*

SENIOR SALES ASSOCIATE  
626-390-0424

[RUTHMAYEDA1@GMAIL.COM](mailto:RUTHMAYEDA1@GMAIL.COM)

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# 2019 WINNERS

## **BEST IN SHOW - PRE WAR**

1910 Model M 6-40 Touring  
Joe & Janice Conzonire

## **BEST IN SHOW - POST WAR**

1954 300SL Gullwing  
R. Lee Brown

## **SPECIAL AWARDS**

### **HVA PRESERVATION AWARD**

1923 Lincoln Model L  
Michael Adams

## **MOST ELEGANT OPEN PRE-WAR CAR**

1933 Phantom II Continental Three Position Drophead Coupe  
David Gooding

## **THE CHAIRMAN'S AWARD**

1949 6C 2500 SS  
The Schigiel Collection

## **MOST ELEGANT CLOSED AMERICAN PRE-WAR CLASSIC CAR**

1940 120 Touring Sedan  
Robert & Gege Escalante

## **CLASSIC CAR CAPITAL AWARD**

1967 330 GTC  
Peter Devereaux

## **CLASSIC CAR CAPITAL AWARD**

1957 Beeskow Cabriolet  
Scott Boses & Celesta Pappas-Boses

## **BEST PAINT & FINISH**

1936 Series 1404 Super 8 Convertible Coupe  
Paul Whitney

## **PURSUIT OF PASSION**

1974 3.0CSL Batmobile  
Ron Perry

## **PEOPLE'S CHOICE**

1959 190SL  
George Karapetian

## **SPORTS CAR MARKET PURSUIT OF PASSION**

1974 3.0CSL Batmobile  
Ron Perry

## **PEOPLE'S CHOICE**

1959 190SL  
George Karapetian

## **MOST ELEGANT PRE WAR CAR AWARD**

1933 12 Cylinder 165-A Cabriolet  
Lloyd Cranford

## **MOST ELEGANT POST WAR CAR AWARD**

1947 Body by Guillore  
Don Williams

## **MOST EXOTIC SPORTS CAR AWARD**

1967 Pirana (XKE Chasis)  
Edward Superfon

## **MAYOR'S AWARD**

1910 Model M 6-40 Touring  
Joe & Janice Conzonire

## **MUSCLE CAR REVIEW EDITOR'S CHOICE AWARD**

1965 Shelby 350 GT Mustang  
Ronald Corradini

## **CLASS AWARDS**

### **CLASS A: BRASS & NICKEL ERA CARS (NON CCCA)**

#### **First Place**

1910 Thomas Flyer Model M 6-40 Touring  
Joe & Janice Conzonire

#### **Second Place**

1904 Franklin (blank)  
John Adamick

#### **Third Place**

1913 Buick Model 40 Touring  
Robert Scott

### **CLASS B: HVA PRESERVATION CLASS**

#### **First Place**

1923 Model L  
Michael Adams

#### **Second Place**

1973 Plymouth Duster 340  
Douglas Vura

#### **Third Place**

1932 Stutz DV-32  
Steve & Susan Babinsky





# 2019 WINNERS

## CLASS C-1-1: OPEN PACKARDS

### First Place

1936 Packard Series 1404 Super 8 Convertible Coupe  
Paul Whitney

### Second Place

1934 Packard Series 1101 Roadster  
Gary Severns

## CLASS C-1: CCCA - AMERICAN OPEN (FULL CLASSICS ONLY)

### First Place

1936 Pierce-Arrow Model 1602 Convertible Coupe  
Lehrman Collection

### Second Place

1931 Auburn 8-98 Boattail Speedster  
Gary Whitener

### Third Place

1930 Duesenberg Model J Convertible Sedan  
Academy of Art University

## CLASS C-2: CCCA - AMERICAN CLOSED (FULL CLASSICS ONLY)

### First Place

1933 Chrysler Imperial CL LeBaron CC  
Larry Nannini

### Second Place

1941 Cadillac Series 60S Imperial Show Car  
Academy of Art University

### Third Place

1941 Cadillac 60 Special  
Arthur Kahn

## CLASS C-3: CCCA - EUROPEAN OPEN (FULL CLASSICS ONLY)

### First Place

1924 Rolls-Royce Silver Ghost - Riviera Town Car  
Richard Atwell

### Second Place

1947 Delehay Body by Guillore  
Don Williams

### Third Place

1938 Peugeot 402 Darl'mat Special Sport Roadster  
Mark Hyman

## CLASS D: PRE WWII AMERICAN MANUFACTURER (NON - CCCA)

### First Place

1938 Buick Century Series 60C  
Richard Luna

### Second Place

1930 Ford Rumble Seat Coupe  
Tony Catroppa

### Third Place

1929 Ford Model A Roadster Pick-Up  
Frank Jamison

## CLASS E-1: PORSCHE - 356 OPEN & CLOSED

### First Place

1963 Porsche T6 Super 90  
William Clevenger

### Second Place

1959 Porsche 356 Coupe  
Michael Bensen

### Third Place

1958 Porsche 356 SP 1600  
Norman Harris

## CLASS E-2: PORSCHE - 911 THRU 1973 OPEN & CLOSED

### First Place

1967 Porsche 911S Soft Window Targa  
Joseph & Shella Salvo

### Second Place

1969 Porsche 911S  
Bradley Baldwin

### Third Place

1973 Porsche 911S  
Linda & David Yertzley

## CLASS E-3: PORSCHE - 911 1974 THRU 1989

### First Place

1989 Porsche 911 Spedster  
Chris Marchack

### Second Place

1987 Porsche 930  
Andrew Kahn





# 2019 WINNERS

## CLASS E-3: PORSCHE – 911 1974 THRU 1989

### Third Place

1989 Porsche 911 Carrera Targa  
Robert Bauer

## CLASS F-1: AMERICAN LUXURY OPEN 1947-1974

### First Place

1956 Lincoln Premiere Convertible  
Jim Davidson

### Second Place

1953 Cadillac Eldorado  
Robert Randolph III

### Third Place

1958 Continental Mark III  
Dieter & Patricia Balough

## CLASS F-2: AMERICAN LUXURY CLOSED 1947-1974

### First Place

1972 Lincoln Continental Mark IV  
James Powers

### Second Place

1956 Mercury Montclair 2 Door Hardtop  
Art Cragnotti

### Third Place

1964 Buick Riviera  
Dan Gregg

## CLASS F-3: TR-5 CHEVY

### First Place

1959 Chevrolet Impala Convertible  
Cesar Lozano

### Second Place

1957 Chevrolet Bel-Air Coupe  
Len Yerkes

### Third Place

1957 Chevrolet Bel-Air Convertible  
James Conrad

## CLASS G-1: EUROPEAN LUXURY 1947-1965

### First Place

1952 Rolls-Royce Silver Dawn  
Ernie Ruelas

### Second Place

1961 Rolls-Royce Silver Cloud II  
Michael Siganoff

### Third Place

1960 Bentley Continental Flying Spur  
Collector Car Vault

## CLASS G-2: CITROËN - 100 YEAR ANNIVERSARY

### First Place

1963 Citroen DS19 Dandy  
Peter & Merle Mullin

### Second Place

1969 Citroen Break  
Dennis Duesing

### Third Place

1962 Citroen 2CV Model AZLP  
Timothy Broers

## CLASS H: EXOTIC SUPER CARS (FERRARI, LAMBORGHINI, MCLAREN ETC.)

### First Place

2012 Mercedes-Benz SLS Gullwing  
Dan Fienberg

### Second Place

2018 Porsche GT2 RS  
Albert Salvo

### Third Place

2006 Spyker C8 Spyder  
Brett Sokolow

## CLASS I: AMERICAN POSTWAR ORPHAN MARQUES- THRU 1974

### First Place

1957 Studebaker Golden Hawk  
Rodney Byrd

### Second Place

1952 Woodill Wildfire  
Deanna & Chris Roth

### Third Place

1956 Studebaker Flight Hawk  
George & Shirley Colvin





# 2019 WINNERS

## CLASS L-1: LAMBORGHINI 1963 - 1990

### First Place

1976 Lamborghini Countach Periscope  
Jim George - Bobileff Motorcar Co.

### Second Place

1972 Lamborghini Jarama  
Joe Tseng

### Third Place

1975 Lamborghini Urraco P250 Type III  
Chris Holl

## CLASS L-2: LAMBORGHINI GALLARDO 2004-2014

### First Place

2006 Lamborghini Gallardo  
Melody Reid

### Second Place

1994 Lamborghini Diablo SE30  
Chris Wong

### Third Place

2008 Lamborghini Murcielago  
Douglas Greene

## CLASS M-1: MERCEDES BENZ 300SL GULLWING AND ROADSTERS THRU 1963

### First Place

1954 Mercedes-Benz 300SL Gullwing  
R. Lee Brown

### Second Place

1961 Mercedes-Benz 300SL Gullwing  
Tom & Linda Bau

### Third Place

1957 Mercedes-Benz 300SL Gullwing  
Thomas Burniston

## CLASS M-2: MERCEDES BENZ - 190SL

### First Place

1956 Mercedes-Benz 190SL  
Bill Slemmons

### Second Place

1959 Mercedes-Benz 190SL  
George Karapetian

### Third Place

1962 Mercedes-Benz 190SL  
Lothar Motschenbacher

## CLASS M-3: MERCEDES BENZ - 230SL - 250SL - 280SL

### First Place

1971 Mercedes-Benz 280SL  
Steve Hille

### Second Place

1970 Mercedes-Benz 280SL  
Kip Cypress

### Third Place

1968 Mercedes-Benz 250SL  
Andrew Holmes

## CLASS M-4: MERCEDES BENZ - POST WAR THRU 1972 LUXURY

### First Place

1961 Mercedes-Benz 300 Model D  
Barry Sohnen

### Second Place

1950 Mercedes-Benz 300C Station Wagon  
David Pyle

### Third Place

1971 Mercedes-Benz 280SE 3.5 Cabriolet  
Ralph Weiss

## CLASS N-1: AMERICAN BIG BLOCK MUSCLE CARS 1962 - 1972GM

### First Place

1961 Chevrolet Impala Super Sport  
Tom Krefetz

### Second Place

1962 Chevrolet Impala Convertible  
Harry Nicks

### Third Place

1967 Chevrolet Camaro L78 Pace Car  
Dan Bishop

## CLASS N-2: AMERICAN BIG BLOCK MUSCLE CARS 1962 - 1972 NON GM

### First Place

1968 Dodge Hemi Super Bee  
Ward Gappa

### Second Place

1970 Dodge Charger RT 440 Six Pack  
Diego Villagomez

### Third Place

1969 Mercury Cougar Convertible  
Dann Allen





# 2019 WINNERS

## CLASS N-3: PONY CARS - MUSTANG THRU 1973

### First Place

1965 Ford Shelby 350 GT Mustang  
Ronald Corradini

### Second Place

1966 Ford Shelby GT350  
Margaret Alley

### Third Place

1965 Ford Mustang  
Clyde Widrig

## CLASS N-4: PONY CARS - CAMARO - AMC - FIREBRD TRANS AM - BARRACUDA - CHALLENGER - & AMX - SMALL BLOCK 283-350CI. THRU 1973

### First Place

1966 Chevrolet Nova L79  
Larry Boord

### Second Place

1968 Mercury Cougar Coupe  
Ted Taylor

### Third Place

1969 Chevrolet Camaro 350 SS/RS  
Vance Weisbruch

## CLASS O-1: ITALIAN SPORTS CARS (NO FERRARI) 1946 - 1973

### First Place

1967 ASA 1000GT  
Alan & Wendy Hart

### Second Place

1972 Alfa Romeo Montreal  
Michael Kerns

### Third Place

1949 Alfa Romeo 6C 2500 SS  
The Schigiel Collection

## CLASS P: STATION WAGON-STEEL BODY, NON-WOODIE, 1946 THRU 1972

### First Place

1957 Ford Del Rio Ranch Wagon  
Dan Weiss

### Second Place

1956 Dodge Custom Sierra  
The Porto Collection

### Third Place

1967 Ford Country Squire  
Michael Klyde

## CLASS Q: CORVETTE - THOUGH 1973

### First Place

1953 Chevrolet Corvette  
Gary Hiltunen

## CLASS O-1: ITALIAN SPORTS CARS (NO FERRARI) 1946 - 1973

### First Place

1967 ASA 1000GT  
Alan & Wendy Hart

### Second Place

1972 Alfa Romeo Montreal  
Michael Kerns

### Third Place

1949 Alfa Romeo 6C 2500 SS  
The Schigiel Collection

## CLASS P: STATION WAGON-STEEL BODY, NON-WOODIE, 1946 THRU 1972

### First Place

1957 Ford Del Rio Ranch Wagon  
Dan Weiss

### Second Place

1956 Dodge Custom Sierra  
The Porto Collection

### Third Place

1967 Ford Country Squire  
Michael Klyde

## CLASS Q: CORVETTE - THOUGH 1973

### First Place

1953 Chevrolet Corvette  
Gary Hiltunen

### Second Place

1967 Chevrolet Corvette Coupe  
Harry LeKites

### Third Place

1963 Chevrolet Corvette Fuel Injected  
Robert Oropallo

## CLASS S-1: JAGUARS - XKE THRU 1967

### First Place

1961 Jaguar E-Type Coupe  
Gordon Logan

### Second Place

1967 Jaguar Pirana (XKE Chasis)  
Edward Superfon

### Third Place

1965 Jaguar E-Type Coupe  
Ron Avery





# 2019 WINNERS

## CLASS U-1: BRITISH SPORTS CARS - 1946 - 1975

### First Place

1957 MG MGA 1500 Roadster  
Ron & Julie Chase

### Second Place

1955 Jaguar XK-140 OTS  
Robert Huntington

### Third Place

1963 Jaguar E-Type Roadster  
Robert & Pam Funari

## CLASS U-2: MORGAN - 3 WHEELERS 1909-1952 & 4 WHEELERS 1936-1989 JUDGED.

### First Place

1970 Morgan T8 Roadster  
Fred & Carolyn Klein

### Second Place

1954 Morgan 4 Plus Roadster  
Creighton Turner

### Third Place

1964 Morgan Plus 4 Drophead Coupe  
Christopher Dutra

## CLASS V-1: VOLKSWAGEN - THRU 1974

### First Place

1963 Volkswagen 113 Sunroof Beetle  
Phil Nathans

### Second Place

1962 Volkswagen Bug  
Nancy Kyllingstad

### Third Place

1957 Rometsch Beeskow Cabriolet  
Scott Boses & Celesta Pappas-Boses

## CLASS W-1: WOODYES - THRU 1974

### First Place

1941 Packard Woodie Station Wagon & 1954 Chris Craft  
Jeannie & Rob Hilarides

### Second Place

1946 Ford Woodie Station Wagon  
Scott Swanson

### Third Place

1948 Chevrolet Woodie Station Wagon  
Lou Roupoli

## CLASS Y-1: BMW THROUGH 1978

### First Place

1972 BMW 3.0 Si  
David & Adam Wetzel

### Second Place

1957 BMW Isetta 300  
Ben Miller

### Third Place

1974 BMW 3.0CSL Batmobile  
Ron Perry

## CONCORSO FERRARI AT THE SAN MARINO MOTOR CLASSIC

### BEST IN CONCORSO FERRARI

1984  
Andrew Tymkiw

## CLASS R-1 (EARLY TO 275)

### Platinum

1960 250 GT PF Coupe  
Paul Colony

### Gold

1963 250 GTE  
Ed Swart

### Silver

1965 330GTC  
Mark Snow

## CLASS R-2 (330 AND 365)

### Platinum

1973 365GT4 2+2  
Mike Kerns

### Gold

1969 365GTC  
Ken Roath

### Platinum

1973 365GT4 2+2  
Mike Kerns

### Gold

1975 308GT4 Dino  
Stephen Bailey

### Silver

1972 Dino 246  
John Etchart

## CLASS R-3 (DINO & 308GT4)

### Platinum

1972 Dino 246  
Steve Kouracos

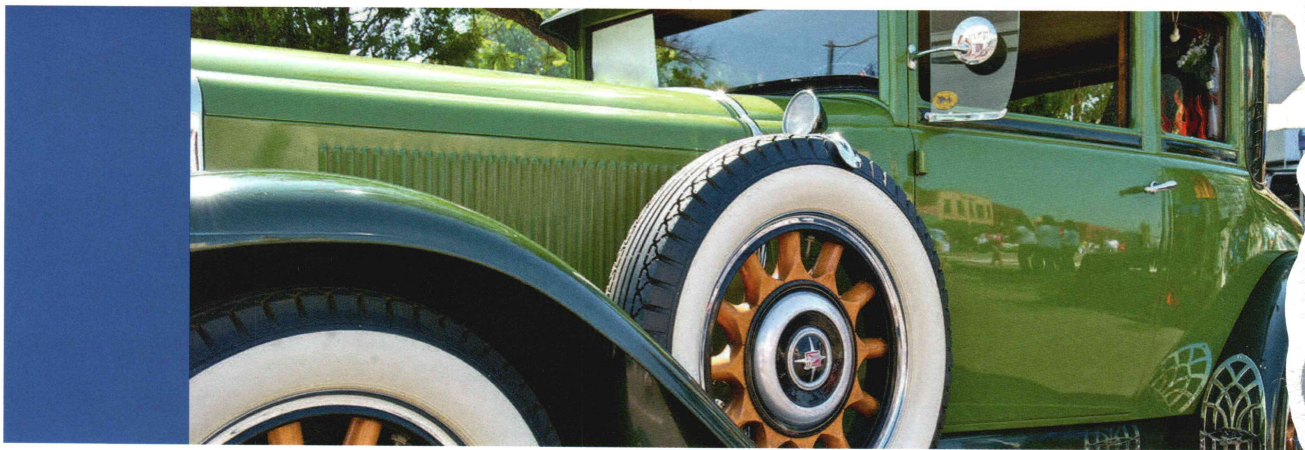
### Gold

1975 308GT4 Dino  
Stephen Bailey

### Silver

1972 Dino 246  
John Etchart





**PROUD SPONSOR OF THE 2021**

## San Marino Motor Classic

On behalf of Newmark, congratulations to all of the winners and participants in the 10th annual San Marino Motor Classic! A special thank you to all of the volunteers, sponsors and of course, the city of San Marino, whose contributions help in making this such a successful event!

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**2021**  
**San Marino**  
**Motor Classic**



**OccidentalEntertainment.com**





# 2019 WINNERS

## CLASS R-4 (328 & 348)

### Platinum

1985 308GTSQV

David Pham

### Platinum

1985 308GTB QV

Joey Brauer

### Gold

1980 308GTDI

Chad Woods

### Silver

1985 308 QV

Andrew Levich

## CLASS R-5 (328 & 348)

### Platinum

1994 348 Spider

Derek Schfield

### Platinum

1989 348 GTB Turbo

Joseph Casale

### Gold

1987 328 GTS

Marilyn Wiersema

### Silver

1994 348 Spider

Brian Hubbard

## CLASS R-6 (355 & 456)

### Platinum

1998 355 Berlinetta

Peter Riley

### Platinum

1993 355 Spide Paul Simon

### Platinum

1997 355 Berlinetta

Kevin Enderby

## CLASS R-7

### Platinum

2008 430 Berlinetta

Marcus Mancini

### Platinum

2008 430 Scuderia

Charles Jung

### Platinum

2006 430 Spider

Adil Farooqui

### Platinum

2004 360 Modena

Jeff Henyan

### Platinum

2005 360 Spider

Ross Albu

### Gold

2005 430

Todd Lubin

### Silver

2007 430 Spider

Carl Forshage

## CLASS R-8 (TESTAROSSA & BOXER)

### Platinum

1992 512TR

Tom Brockmiller

### Platinum

1984 512BBI

Andrew Tymkiw

## CLASS R-9 (550 & 575)

### Platinum

2001 550

Ken Woolcott

### Platinum

2001 550

Miguel Koenig

### Platinum

2002 550

Bruce Leeds

### Platinum

2000 550

Chris Kirkwood

### Gold

2003 575

Steve Steinhart

### Silver

1999 550

Ken Sacks

## CLASS R-10 (599 & 612)

### Platinum

2008 599 GTB

Jeff Maynard

### Platinum

2006 612

Peter Lund

### Platinum

2008 599 GTB

Andrew Goetz

### Gold

1999 550

Burton Katz

### Silver

2005 612 Scaglietti

Albert Ortiz





# 2021 ENTRANTS

		State	Year	Make	Model
<b>CLASS A: BRASS &amp; NICKEL ERA CARS</b>					
John Adamick	Westlake Village	CA	1909	De Dion	Type de Course
Cole Capps	Sierra Madre	CA	1910	Pope-Hartford	Touring
Janice & Joe Conzonire	San Marino	CA	1914	Packard	138
Sandy Hansen	Valencia,	CA	1914	Moline Knight SD	Opera Sedan
William Jordan	Costa Mesa	CA	1917	Jordan	Roadster
Bonnie & Ray Kinney	Dallas	TX	1909	Oldsmobile	Model X3 Touring
Vaughn Vartanian	Chatsworth	CA	1914	Ford	Model T Touring
Automobile Driving Museum	El Segundo	CA	1910	BSA	
The Nethercutt Collection -					
Jack & Helen Nethercutt	Sylmar	CA	1906	Pope-Toledo	Type XII
<b>CLASS B: HVA PRESERVATION CLASS</b>					
Michael Adams	Temecula	CA	1925	Rolls-Royce	Silver Ghost
Steven & Susan Babinsky	Lebanon	NJ	1928	Lincoln	Model L
Frank Espinosa	Westminister	CA	1950	Volkswagen	Beetle
Doug Vura	Riverside	CA	1973	Plymouth	Duster 340
Jay D'Angelo	Henderson	NV	1981	Buick	LaSabre Limited
Kellie Brimberry	Pasadena	CA	1984	Mercedes-Benz	300TD
Stuart Walpert	San Gabriel	CA	1984	Zimmer	Golden Spirit
<b>CLASS C-1: AMERICAN CLASSICS - OPEN - CCCA</b>					
Gary Carr	Pasadena	CA	1939	Packard	Series 1708 Brunn Touring Cabriolet
Joseph & Margie Cassini	West Orange	NJ	1932	Duesenberg	Derham Tourster
Harry & Heather Clark	Paradise Valley	AZ	1936	Lincoln	Model K Convertible Roadster by LeBaron
Thomas Craig	Prather	CA	1931	Auburn	898A
John Groendyke	Enid	OK	1933	Cadillac	V16 Convertible Coupe
Rob & Jeannie Hilarides	Visilia	CA	1933	Duesenberg	SJ Convertible Sedan
Terry Kaplan	Northridge	CA	1941	Cadillac	Series 62 Convertible Sedan
Fred Lax	Malibu	CA	1934	Auburn	1250 V12 Phaeton Salon
Ross & Beth Myers	Boyertown	PA	1930	Duesenberg	Murphy Bodied Dual Cowl Phaeton
Larry Nannini	Pine Grove	CA	1932	Chrysler	Imperial CL LaBaron Convertible
David & Dianne Reidy	Santa Ana	CA	1928	Packard	Model 443 Dual Window Phaeton
Earl Rubenstein	Los Angeles	CA	1935	Packard	Series 1205 Dual Cowl Phaeton
Steve Snyder	Orange	CA	1939	Packard	Series 1708 Covertible Sedan
Ken Tibbot	Jamul	CA	1937	Cord	812 S/C Phaeton
Paul Whitney	Westlake Village	CA	1936	Packard	Series 1404 Convertible
John Word III	Orange	CA	1932		Pierce-Arrow Model 52
<b>CLASS C-2: AMERICAN CLASSICS - CLOSED - CCCA</b>					
Jim Crabtree	Hacienda Heights	CA	1929	Cadillac	341B Town Sedan
Paul Ginsburg	Rolling Hills Estates	CA	1941	Cadillac	Fleetwood 60 Special
Peter Hartmann	Poulsen	AZ	1938	Packard	Series 1607 V12 Formal Sedan
Leigh & Mary Lou Johnson	Idyllwild	CA	1941	Packard	Series 1907 LeBaron Sport Broughm
Gary Marchetti	Vista	CA	1931	Nash	857 Touring Sedan
Robert Molino	San Marino	CA	1939	Packard	Series 1708 Brunn All-Weather Cabriolet
Stephen Plaster	Lebanon	MO	1931	Marmon	V16 Sedan
Ron Verschoor	Beverly Hills	CA	1935	Packard	Series 1207 Brewster Limosine
Petersen Automotive Museum	Los Angeles	CA	1939	Packard	Series 1207 Brewster Landaulet (Nee
Majorie Merriweather Post)					
Eric Voigt	Riverside	CA	1947	Packard	Touring Sedan
Stephen Wheeler	Rancho Santa Fe	CA	1930	Packard	726 Sedan
<b>CLASS C-3: EUROPEAN CLASSICS - CCCA</b>					
C. Erik & Belva Baltzar	Palm Desert	CA	1929	Rolls-Royce	Phantom I Ascot Tourer
Mark Hyman	St. Louis	MO	1937	Delahaye	135 Torpedo Cabriolet





# 2021 ENTRANTS

		State	Year	Make	Model
Patrick & Eva Mauer	Pasadena	CA	1928	Rolls-Royce	Phantom I Merrimac Tourer
Dave Spiegel	San Marino	CA	1936	MG	SA Saloon
<b>CLASS C5: PACKARD INTERNATIONAL - PRE WAR CLASSIC - OPEN &amp; CLOSED</b>					
Tom & Grace Neal	Santa Ana	CA	1932	Packard	904 7 passenger.
Eric Miller	Chatsworth	CA	1932	Packard	Club Sedan
Thomas O'Hara	San Diego	CA	1934	Packard	Series 1100 Convertible Sedan
Ray Petri	Burbank	CA	1934	Packard	All Weather Town Car by Larkin
Tom & Grace Neal	Santa Ana	CA	1934	Packard	Super Convertible
Ricardo DaRosa	San Diego	CA	1936	Packard	Series 1407
Karen Hallsman	West Hills	CA	1936	Packard	120B
Jay Johnson	Hacienda Heights	CA	1937	Packard	115C Convertible Coupe
Jack & Anita Pinsker	N. Hollywood	CA	1937	Packard	120 Club Sedan
Gary Carr	Pasadena	CA	1939	Packard	Twelve Club Sedan
Frank Jackson & Sherry Venator	Cave Creek	AZ	1939	Packard	Series 1101
Robert & Gege Escalante	Santa Ana	CA	1940	Packard	Model 120 4 Door Sedan
<b>CLASS C6: PACKARD INTERNATIONAL - POST WAR CLASSIC - OPEN &amp; CLOSED</b>					
Chris Nuno	San Gabriel	CA	1951	Packard	Patrician
Ronald Larson	Sierra Madre	CA	1952	Packard	250 Convertible
Tom & Grace Neal	Santa Ana	CA	1954	Packard	7 Passenger
Bruce Spangrud	Las Vegas	NV	1954	Packard	Caribbean
Crevier Classic Cars	Costa Mesa	CA	1954	Packard	Caribbean
Paul Rusnak	Pasadena	CA	1946	Packard	1615 Series 2111 Fastback
<b>CLASS D-1: PRE WAR AMERICAN CLASSICS NON CCCA</b>					
Gary Wales	Woodland Hills	CA	1920	La Bestioni Beast of Turin	14 Liter Racer
Ben Fields	Northridge	CA	1932	Plymouth	PB Sport Roadster
William Jordan	Costa Mesa	CA	1932	Jordan	Playboy
Lonnie Gallegos	Alhambra	CA	1933	Chevrolet	Master Eagle
John Larson	South Pasadena	CA	1935	Chrysler	Airflow
Dana Newquist	Santa Barbara	CA	1936	Hupmobile	Aerodynamic Coupe
Richard Luna	Wilmington	CA	1938	Buick	66C Convertible
Jay Harris	Fallbrook	CA	1939	Ford	Convertible Coupe
John Larson	South Pasadena	CA	1939	Graham	Sharknose Sedan
Ron Cressy	Yucca Valley	CA	1941	Graham	Hollywood Supercharged
<b>CLASS D-2: PRE WAR AMERICAN CLASSICS - FORD - NON CCCA</b>					
John Etchart	Hemet	CA	1924	Ford	Model T Boat Tail Speedster
Rich & Karen Atwell	Fredricksburg	TX	1927	Ford	Darrin Convertible Coupe
Doug Ramos	Glendora	CA	1928	Ford	Model A
Tony Catrooppa	Seal Beach	CA	1930	Ford	Model A De Luxe Coupe
Robert Evans	Alhambra	CA	1933	Ford	Model BB 1-1/2 Ton Truck
<b>CLASS E-1: PORSCHE - 356</b>					
Skip Atkins	Rancho Santa Fe	CA	1951	Porsche	356 Split Window Coupe
Ken Roath	Newport Beach	CA	1954	Porsche	356 Bent Window Coupe
Kent Burns	Porter Ranch	CA	1956	Porsche	356A
Bobby Green	Altadena	CA	1956	Porsche	Speedster
Rick Johnson	Santa Ana	CA	1956	Porsche	356Ac Speedster
Stephen Fox	Pasadena	CA	1958	Porsche	356 Cabriolet
Bruce Meyer	Beverly Hills	CA	1958	Porsche	Speedster
John Gormly	Newport Beach	CA	1960	Porsche	356 Convertible
Mark Henzel	Pasadena	CA	1960	Porsche	356 B
Wayne Lytle	Newport Beach	CA	1963	Porsche	356 Model B
Lynn Wallace	San Clemente	CA	1965	Porsche	356 Coupe





# 2021 ENTRANTS

## CLASS E-2: PORSCHE - 911 THRU 1973

Aurora & Bradley Baldwin	Los Angeles	CA	1967	Porsche	911 S Targa
Alec & Cynthia Ingle	Altadena	CA	1969	Porsche	912 Targa
Stephen Russell	Pasadena	CA	1969	Porsche	911E Targa
Steve Hoskins	Altadena	CA	1970	Porsche	911 T
Sherrill & Paul Colony	Pasadena	CA	1973	Porsche	911 S Coupe
Shella & Joe Salvo	Newport Beach	CA	1973	Porsche	911 RS

## CLASS E-3: PORSCHE - 911 THRU 1989

Stephen & Evelyn Rappel	San Marino	CA	1976	Porsche	911 Targa
Stephen & Evelyn Rappel	San Marino	CA	1979	Porsche	930 Turbo
Stephen Bitter	Pomona	CA	1976	Porsche	912E Targa
David Samkow	Burbank	CA	1979	Porsche	930 Turbo Carrera
Josh Berman	Los Angeles	CA	1986	Porsche	911
Kent Burns	Porter Ranch	CA	1987	Porsche	944 Turbo
Aaron Mascorro	Arcadia	CA	1989	Porsche	911 Carrera 3.2
Paul Maurin	Pasadena	CA	2014	Porsche	911 - 50th Anniversary Edition

## CLASS F-1: AMERICAN LUXURY OPEN 1947 - 1974

David Woody	Long Beach	CA	1940	Lincoln	3 Window Coupe
Charles Clayton	Brea	CA	1948	Ford	Convertible Delux
Ralph Hubbard	Pasadena	CA	1949	Ford	Custom Convertible
Chuck Michel	Newport Beach	CA	1950	Oldsmobile	Rocket 88 Convertible
William Jordan	Costa Mesa	CA	1953	Buick	Skylark
Roland Scott	Long Beach	CA	1953	Buick	Skylark Gran Sport
Rayne Sherman	Long Beach	CA	1953	Cadillac	Series 62 Convertible
James Conrad	Encinitas	CA	1957	Chevrolet	Bel-Air Convertible
Tom & Lyn Cacciatore	San Marino	CA	1958	Ford	Skyliner
Michael Ogletree	Monrovia	CA	1958	Ford	Fairlane 500 Hideaway Hardtop
Michael Sigal	Arcadia	CA	1958	Ford	Thunderbird
Petersen Automotive Museum	Los Angeles	CA	1959	Scimitar	Hard Top Convertible
Karl Banger	Los Angeles	CA	1960	Ford	Starliner
Anita Nunez	Fullerton	CA	1962	Ford	Thunderbird Convertible Sport Roadster
Elayne Bendel	Mission Viejo	CA	1964	Lincoln	Continental Convertible
Jim Crabtree	Hacienda Heights	CA	1966	Mercury	Parklane

## CLASS F-2: AMERICAN LUXURY CLOSED 1947 - 1974

Central Coasting Auto Stable	Creston	CA	1948	Tucker	Model 48
Jack Heacock	Encinitas	CA	1950	Cadillac	Series 61 Sport Coupe
Larry Wehrle	Pasadena	CA	1950	Pontiac	Catalina Super Delux
Erik Laykin	Los Angeles	CA	1954	Packard	Panama Clipper Delux
Brian Hermansader	Fallbrook	CA	1955	Oldsmobile	98 Holiday Hardtop
Dennis Alfieri	Pasadena	CA	1956	Lincoln	Mark II
Bryan Burns	Yucca Valley	CA	1957	Buick	Special
Len Yerkes	Brea	CA	1957	Chevrolet	Bel Air 2 Door Hardtop
AnthonyMaggio	Harbor City	CA	1958	Ford	Thunderbird
Jay Davenport	Alhambra	CA	1961	Cadillac	Sedan de Ville
Jerry Bieser	San Juan Capistrano	CA	1963	Ford	Thunderbird Principality of Monaco
Cesar Lozano	Paramount	CA	1963	Chevrolet	Impala
Robert & Iris Robin	San Marino	CA	1964	Cadillac	Fleetwood Limosine
Michael Klyde	Long Beach	CA	1966	Oldsmobile	Toronado

## CLASS G-1: EUROPEAN LUXURY 1947-1974

Peter Mullin	Oxnard	CA	1951	Delehay	235
Ernie Ruelas	Whittier	CA	1952	Rolls-Royce	Silver Dawn
Bill & Michelle Cronkhite	La Canada	CA	1954	Rolls-Royce	Silver Dawn





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		State	Year	Make	Model
Michael Siganoff	Yorba Linda	CA	1961	Rolls-Royce	Silver Cloud I
David Van Lue	Los Angeles	CA	1968	Alfa Romeo	Giulia Super
Terrance Sullivan	Los Angeles	CA	1985	Bentley	S3 Continental
Jeffrey Brown	Grover Beach	CA	1953	Rolls-Royce	Silver Dawn

## CLASS G-2: EUROPEAN SEDANS - POST WAR THRU 1975 (BERLINA, SALOON, BERLINE, ETC.)

Scott & Shelia Porter	Los Angeles	CA	1954	Citroen	Traction-Avant
Chuck Forward	Altadena	CA	1958	Lancia	Flaminia
Stewart Reed	Pasadena	CA	1958	Mercedes-Benz	180-D
The Byrd Family	Studio City	CA	1959	Lancia	Appia 2nd Series Berline
Barry Sohnen	Los Angeles	CA	1961	Mercedes-Benz	300d Sedan
Jim Hall	Tujunga	CA	1966	Ford	Lotus Cortina
Sally & Michael Kerns	Los Angeles	CA	1968	Maserati	Sebring
Bruno Sere	Pasadena	CA	1968	NSU	RO80
Xiaoyu Zhang	Los Angeles	CA	1974	Citroen	DS20 Palas

## CLASS H: EXOTIC SUPER CARS

Mike Trivch	Ventura	CA	1969	Lamborghini	Espada S1
Christopher Holl	Poway	CA	1975	Lamborghini	Urraco P250 Tipo 111
James Nelson	Pasadena	CA	1977	Maserati	Bora
Jason Russo	La Crescenta	CA	1982	Lamborghini	Countach
John Yardum	Sherman Oaks	CA	1983	Lamborghini	Jalpa
Bill Scheffler	Palm Springs	CA	2000	Acura	NSX
Melody Reid	Santa Clarita	CA	2006	Lamborghini	Galardo
Allen Konneff	Huntington Beach	CA	2008	Lamborghini	Murcielago
Andrew Tymkiw	Montecito	CA	2010	Lamborghini	Gallardo 550-2 Balboni
Stuart Soback	Las Vegas	NV	2014	Dodge	Viper
Al Cabraloff	Pasadena	CA	2020	Chevrolet	Corvette

## CLASS I: AMERICANPOST WAR ORPHAN MARQUES THRU 1974

Chris Roth	Thousand Oaks	CA	1952	Maverick	Sportster
Phillip Jelinek	Anaheim	CA	1954	Kaiser	Darrin
William Jordan	Costa Mesa	CA	1954	Hudson	Hornet
Robert Pritchard	Los Angeles	CA	1954	Oldsmobile	S Convertible
Bill Stahlman	LaVerne	CA	1956	Willys	Wagon
Keith Wahl	La Jolla	CA	1957	Studebaker	Golden Hawk
Frank Wenzel	Mariposa	CA	1958	Packard	Clipper
Adam Ross	Palm Springs	CA	1961	Rambler	Ambassador
Joe Tseng	San Marino	CA	1963	Studebaker	Avanti
Randy Simon	Beverly Hills	CA	1964	Studebaker	Avanti
Stanley Haveriland	Los Angeles	CA	1974	Studebaker	Avanti

## CLASS J: JAPANESE MANUFACTURE

Edgardo Lim	Sherman Oaks	CA	1966	Toyota	Corona
Eric Schulhof	Simi Valley	CA	1970	Datsun	BRE 510
Michael Tomasulo	Pasadena	CA	1971	Toyota	Land Cruiser FJ 43
Nestor Rabanal	Fontana	CA	1972	Toyota	Carina
Richard Scharf	Escondido	CA	1972	Datsun	240Z
Michael Grassi	Rancho La Costa	CA	1983	Datsun	280ZX
Gary Toomer	Imperial Beach	CA	1984	Toyota	Supra
Chris Green	Los Angeles	CA	1986	Honda	Prelude
Jeff Shein	Anaheim Hills	CA	1986	Isuzu	Impulse
Sean Dana	Ojai	CA	1987	Toyota	Celica GT
Mike Helie	Los Angeles	CA	1988	Toyota	MR2
Mike Parente	Palm Springs	CA	1990	Toyota	Sera



# 2021 ENTRANTS

		State	Year	Make	Model
CLASS K: HOT RODS - 1928-1940 - STEEL BODIED					
Jules Marcogliese	Arcadia	CA	1928	Ford	Roadster
Bill Shearin	San Marino	CA	1931	Ford	Coupe
Augustine Esposito	Gardena	CA	1932	Ford	3 Window Coupe
Don Lindfors	Orange	CA	1932	Ford	Roadster Pick-Up
Jeffrey Riemers	Pasadena	CA	1932	Ford	Roadster
Tom Schauppner	Newport Beach	CA	1933	Ford	Cabriolet
Mark Byer	Newport Beach	CA	1934	Ford	Roadster
D. Scott Mercer	Redlands	CA	1934	Ford	Roadster
Jeffrey Riemers	Pasadena	CA	1934	Ford	Coupe
CLASS M-1: MERCEDES-BENZ - 300SL					
Bob Baker	Los Angeles	CA	1955	Mercedes-Benz	300SL Roadster
Dennis Rummens	Glendora	CA	1955	Mercedes-Benz	300SL Gullwing
Charlie Duvall	San Marino	CA	1956	Mercedes-Benz	300SL Gullwing
John & Bonnie McDonald	Palos Verdes	CA	1956	Mercedes-Benz	300SL Gullwing Super Light
Tom Burniston	Long Beach	CA	1957	Mercedes-Benz	300SL Gullwing
Kip Cypress	Huntington Beach	CA	1957	Mercedes-Benz	300SL Roadster
Tom Bau	Ladera Ranch	CA	1961	Mercedes-Benz	300SL Roadster
Eddie Buck	Charleston	SC	1962	Mercedes-Benz	300SL Roadster
CLASS M-2: MERCEDES-BENZ - 190SL & PAGODA					
Mark & Ginger LeVang	Santa Clarita	CA	1956	Mercedes-Benz	190SL
Christian Schmidt	Grand Prairie	TX	1958	Mercedes-Benz	190SL
Kent Wilson	San Marino	CA	1959	Mercedes-Benz	190SL
Ralph & Kelly Biase	Beverly Hills	CA	1965	Mercedes-Benz	230SL
Kelly Brooks	Newport Beach	CA	1968	Mercedes-Benz	280SL
Andrew Holmes	Venice	CA	1968	Mercedes-Benz	250SL
William Fowler	Dallas	TX	1969	Mercedes Benz	280SL
Roger & Susan Rousset	Newport Beach	CA	1971	Mercedes Benz	280SL
CLASS M-4: MERCEDES BENZ - POST WAR THRU 1972 LUXURY					
John Word III	Orange	CA	1956	Mercedes-Benz	300SC Roadster
Richard Peterson	Torrance	CA	1959	Mercedes-Benz	220 S
Faisal Haroon	Pasadena	CA	1966	Mercedes-Benz	200
Bob Gunthorp	San Diego	CA	1967	Mercedes-Benz	230 Ambulance
Peter Clinco	San Marino	CA	1969	Mercedes-Benz	280 SE Cabriolet
Daniel & Laura Landeros	Santa Paula	CA	1970	Mercedes Benz	280SE Coupe
Jeff Wu	Mission Viejo	CA	1971	Mercedes-Benz	280SE 3.5 Cabriolet
Jeff Sasich	Oxnard	CA	1972	Mercedes-Benz	280SE 4.5
CLASS N-1: AMERICAN BIG BLOCK MUSCLE CARS 1962 - 1972GM					
Rowland Hall	Burbank	CA	1965	Pontiac	GTO
Gary Hicks	Mission Viejo	CA	1966	Buick	Skylark Gran Sport
Ben Debski	Torrance	CA	1967	Pontiac	GTO
Byron Chan	Rancho Palos Verdes	CA	1968		Oldsmobile 442 Sports Coupe
Jon Burdett	West Covina	CA	1969	Pontiac	GTO Judge
Tyler Lee	Alhambra	CA	1969	Chevrolet	Camaro
Dan Bishop	Redlands	CA	1970	Chevrolet	Chevelle LS5
Gerald Catania	Henderson	NV	1970	Chevrolet	Chevelle SS 396
Wayne Ferrandino	Marina Del Rey	CA	1970	Olsmobile	442 W30
Ron Siess	Chino Hills	CA	1971	Oldsmobile	442 Convertible
CLASS N-2: AMERICAN BIG BLOCK MUSCLE CARS 1962 - 1972 NON GM					
Dale Derstine	Jurupa Valley	CA	1967	Plymouth	GTX
Christopher Sullivan	Venice	CA	1968	Shelby	GT500
Jack Thomas	West Hills	CA	1968	Dodge	Charger R/T



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		State	Year	Make	Model
John Chencharick	Calimesa	CA	1970	Ford	Torino Cobra
<b>CLASS N-4: PONY CARS SMALL BLOCK 283-350CI. THRU 1973</b>					
Clyde Widrig	Simi Valley	CA	1965	Ford	Mustang GT Convertible
Salvador Manzur	Monrovia	CA	1966	Ford	Mustang Convertible
Margaret Alley Mary Wong	Montebello	CA	1966	Ford	Shelby Mustang GT350
Matthew Goldman	Pasadena	CA	1968	Ford	Mustang
Leon & Lyndsey Rower	El Cajon	CA	1967	Plymouth	Barracuda
Stuart Suede	Alhambra	CA	1967	Plymouth	Barracuda
Brian Birkeland	Salinas	CA	1967	Chevrolet	Camaro
Mark Melvin	West Covina	CA	1968	American Motors Corp.	AMX
Vance Weisbruch	Altadena	CA	1969	Chevrolet	Camaro
William Hilton	Edgewood	WA	1970	Chevrolet	Yenko Deuce Nova
<b>CLASS O: ITALIAN SPORTS CARS 1946 - 1973</b>					
Herb Wysard	Fullerton	CA	1951	Alfa Romeo	6C 2500 Super Sport Cabriolet
Robin Handler	Claremont	CA	1957	Ghia	Dual Ghia
Alan Hart	Topanga	CA	1957	Alfa Romeo	Giulietta Sprint Veloce
Christine Byrd	Studio City	CA	1958	Abarth	Double Bubble
Rudy Pock	Claremont	CA	1958	Fiat	Multipia
Joseph Duray	Los Angeles	CA	1961	Maserati	3500GT
Dana Caruso	Encino	CA	1967	Alfa Romeo	Duetto
Andrew Steben	Alhambra	CA	1971	Alfa Romeo	GTV
Sammy Spera	San Pedro	CA	1972	Fiat	Dino 2400 Coupe
Phillip Caliva	Hermosa Beach	CA	1973	Alfa Romeo	GTU
Michael Steben	Rancho Cucamonga	CA	1973		Alfa Romeo GTV
<b>CLASS P: STATION WAGON-STEEL BODY</b>					
Joseph Bongiovanni	Temecula	CA	1950	Oldsmobile	88 Station Wagon
Mark Henzel	Pasadena	CA	1953	Willys Overland	Jeep Station Wagon
Gary Carr	Pasadena	CA	1954	Chrysler	Town & Country Station Wagon
Michael Klyde	Long Beach	CA	1967	Ford	Country Squire
Raphael Bertolus	Studio City	CA	1972	Citroen	ID21 Wagon
Paul Marcelino	Palos Verdes	CA	1976	Cadillac	Castilian Wagon
<b>CLASS Q: CORVETTE THRU 1973</b>					
Rich Berry	Altadena	CA	1965	Chevrolet	Corvette
John Cardenas	Arcadia	CA	1960	Chevrolet	Corvette
Kenneth Ciszek	Rolling Hills Estates	CA	1957	Chevrolet	Corvette
William Galloway	Pasadena	CA	1963	Chevrolet	Corvette
Michael Keating	Huntington Beach	CA	1967	Chevrolet	Corvette
Ben Marchi	Placentia	CA	1967	Chevrolet	Corvette
Robert Oropallo	Pasadena	CA	1963	Chevrolet	Corvette
Paul Pollock	Northridge	CA	1968	Chevrolet	Corvette
Joe Vasquez	Long Beach	CA	1970	Chevrolet	Corvette
<b>CLASS R: CONCORSO FERRARI - CORRAL</b>					
Pouya Abdi	Los Angeles	CA	2018	Ferrari	488 Spider
Jim Eakin	Big Bear City	CA	1967	Ferrari	330 GTC
Robert Funari	Long Beach	CA	1967	Ferrari	275 NART Spyder
John Gemma	San Clemente	CA	1967	Ferrari	365 GT 2-2
Randy van Dalen Wetters	Los Angeles	CA	1971	Ferrari	365 GT 2+2
Joey Brauer	Pasadena	CA	1985	Ferrari	308 GTB QV
Bill Scott	Victorville	CA	1985	Ferrari	Mondial OV
Daniel Harman	Santa Monica	CA	1987	Ferrari	512 Testarossa
Tom Brockmiller	Mission Viejo	CA	1992	Ferrari	512 Testarossa
Kevin Enderby	Redwood City	CA	1997	Ferrari	F355





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		State	Year	Make	Model
Bill Makepeace	Downey	CA	1998	Ferrari	550 Maranello
Charles & Tina Dehart	Oxnard	CA	2001	Ferrari	360 Modena
Jim Bindman	Glendale	CA	2002	Ferrari	360 Modena
Bruce Leeds	Los Angeles	CA	2002	Ferrari	575M Maranello
Tyler Slocum	Encino	CA	2002	Ferrari	360 Spider F1
William Kling	Malibu	CA	2003	Ferrari	575M Maranello
Steve Steinhardt	Encino	CA	2003	Ferrari	575M Maranello
Thomas Woolsey	Los Angeles	CA	2003	Ferrari	360 Modena
Donna Chen	Hacienda Heights	CA	2005	Ferrari	F430 Scuderia
Frank Mapel	San Marino	CA	2005	Ferrari	360 Modena
Troy Maturo	Glendora	CA	2006	Ferrari	F430 Scuderia
Sam Burg	Santa Maria	CA	2007	Ferrari	430 Spider 16M Spider
Seiichiro Kita	Palos Verdes Estates	CA	2007	Ferrari	599 GTB
Mohammed Fayoumi	Burbank	CA	2009	Ferrari	Scuderia
Doug Campbell	Huntington Beach	CA	2010	Ferrari	599 HGTE
Scott Resley	Tustin	CA	2010	Ferrari	GT Berlinetta Spyder
Richard Weinstein	Rancho Palos Verdes	CA	2010	Ferrari	Italia 458
Steven Giannotta	Pasadena	CA	2011	Ferrari	458 Italia
Layne Brown	Chatsworth	CA	2012	Ferrari	458 Italia
Rex Gephart	Los Angeles	CA	2012	Ferrari	458 Italia
Christian Assouad	Encino	CA	2013	Ferrari	458 Italia
Mario Fronti	Woodland Hills	CA	2013	Ferrari	408 Italia
Jim Lanum	Santa Rosa Valley	CA	2014	Ferrari	FF
Tom Manchester	Rancho Palos Verdes	CA	2014	Ferrari	458 Italia
Steve Supowitz	Studio City	CA	2014	Ferrari	LaFerrari
Marko Jankovic	Los Angeles	CA	2015	Ferrari	California T
Rick Principe	Westlake Village	CA	2016	Ferrari	488 GTB
Bill Smaliles	Thousand Oaks	CA	2016	Ferrari	California T
Bill Feldhorn	Malibu	CA	2017	Ferrari	488 GTB
Jose Gutierrez	La Verne	CA	2017	Ferrari	488 GTB
Robert Scoular	Palos Verdes Estates	CA	2017	Ferrari	488 GTB
Mark Armstrong	Los Angeles	CA	2018	Ferrari	488 Pista
Steve Goldfield	Bell Canyon	CA	2019	Ferrari	812 Super Fast
Ricardo Pagen	Pasadena	CA	2019	Ferrari	812 Superfast
Don Culver	Newport Beach	CA	2020	Ferrari	488 Pista
Marvin Landon	Hidden Hills	CA	2021	Ferrari	F365

## CLASS R-1: CONCORSO FERRARI - EARLY TO 275

Robert De Pietro	Pasadena	CA	1965	Ferrari	250 GTL
Ken Roath	Newport Beach	CA	1955	Ferrari	250 Europa GT
Paul Colony	Pasadena	CA	1960	Ferrari	250 PF Coupe
Ed Swart	Rolling Hills	CA	1963	Ferrari	250GTW Series 3
Tom & Paula Wilson	Los Angeles	CA	1963	Ferrari	250 GTE
David Lee	San Marino	CA	1967	Ferrari	F275 GTB

## CLASS R-2: CONCORSO FERRARI - 330/365

David Lee	San Marino	CA	1967	Ferrari	330 GTS
David Lee	San Marino	CA	1971	Ferrari	365 GTS S/4 Daytona Spyder
Peter Devereaux	Los Angeles	CA	1967	Ferrari	330 GTC
Sally & Michael Kerns	Los Angeles	CA	1967	Ferrari	330 GTC
Marvin Landon	Hidden Hills	CA	1967	Ferrari	365
Paul Schaeffer	Solvang	CA	1967	Ferrari	330GT 2+2
Robert White	Torrance	CA	1972	Ferrari	3656 GTC/4



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		State	Year	Make	Model
<b>CLASS R-3: CONCORSO FERRARI - DINO/308GT4 DINO</b>					
David Lee	San Marino	CA	1972	Ferrari	246 Dino
Stephen Bailey	Altadena	CA	1975	Ferrari	Dino 246 GTS
John Etchart	Hemet	CA	1972	Ferrari	Dino 246 GTS
Salvador Manzur	Monrovia	CA	1972	Ferrari	Dino 246 GTS
Buddy & Arline Pepp	Beverly Hills	CA	1972	Ferrari	Dino 246 GTS
Dennis Williams	Altadena	CA	1972	Ferrari	Dino 246 GTS
Charles Michel	Newport Beach	CA	1974	Ferrari	Dino 246 GTS
Bob Brkich	Monrovia	CA	1975	Ferrari	308GT4
<b>CLASS R-4: CONCORSO FERRARI - 308</b>					
L. Wayne Ausbrooks	San Marino	CA	1985	Ferrari	308 GTS Quattrovalvole
Kenneth Funk	Oceanside	CA	1978	Ferrari	308GTB
Tom Jacobsmeyer	Glendale	CA	1980	Ferrari	308 GTS
Chad Woods	Valley Village	CA	1980	Ferrari	308 GTSi
Kevin Dunbar	Rolling Hills Estates	CA	1984	Ferrari	308 GTSi QV
Tommy Tallarico	San Juan Capistrano	CA	1984	Ferrari	308 GTSi QV
John Turley	Long Beach	CA	1984	Ferrari	308 GTX QV
<b>CLASS R-5: CONCORSO FERRARI - 328-348</b>					
Joseph Casale	El Segundo	CA	1989	Ferrari	GTB Turbo
Marilyn Wiersema	Garden Grove	CA	1987	Ferrari	328
Robin Grove Cars USA Shipping	Gardena	CA	1987	Ferrari	328 GTS
Derek & Kate Schofield	Redondo Beach	CA	1994	Ferrari	348 Spider
<b>CLASS R-6: 355/456</b>					
Rick Gobar	Los Angeles	CA	1997	Ferrari	355 Spider
Edward Park	Claremont	CA	1992	Ferrari	F40 Coupe
Paul & Bonnie Simon	Wildomar	CA	1995	Ferrari	F355 Spider
Glenn Kirtley	Lake Sherwood	CA	1996	Ferrari	Spider
Peter Lund	Sherman Oaks	CA	1998	Ferrari	F355 Spider
William Scheffler	Palm Springs	CA	1998	Ferrari	F355 Spider
Gary & Carolyn Honings	Palmdale	CA	1999	Ferrari	456 GTA
<b>CLASS R-7A: CONCORSO FERRARI - 360/430 EARLY</b>					
Ross Albu	Los Angeles	CA	2005	Ferrari	360 Spider
Burton Katz	Los Angeles	CA	2012	Ferrari	458 Spider
Mark Armstrong	Los Angeles	CA	2018	Ferrari	488 Pista
Scott Barry	Glendale	CA	2001	Ferrari	360 Modena
Steven Ishoo	Studio City	CA	2002	Ferrari	360 Modena
David Dunn	Fullerton	CA	2003	Ferrari	360 Modena
Shawn Dutton	Los Angeles	CA	2003	Ferrari	360 Modena
Joel Mogul	Los Angeles	CA	2004	Ferrari	360 Modena
Dale Berman	Burbank	CA	2005	Ferrari	F430 Scuderia
Todd Lubin	Rolling Hills Estates	CA	2005	Ferrari	F430 Scuderia
<b>CLASS R-7B: CONCORSO FERRARI - 360/430 LATE</b>					
Jason Carr	Los Angeles	CA	2006	Ferrari	430 Spider
Advil Farooqui	Los Angeles	CA	2006	Ferrari	F430 Scuderia
Leif Martinoff	Los Angeles	CA	2006	Ferrari	F430
Carl Forshage	Altadena	CA	2007	Ferrari	F430 Spyder
Curtis Jung	San Marino	CA	2007	Ferrari	F430 Scuderia
Charles Jung	Palos Verdes Estates	CA	2008	Ferrari	F430 Scuderia
Kenny Lombino	Calabassas	CA	2009	Ferrari	F430 16M Scuderia
Joseph Sposato	Arcadia	CA	2009	Ferrari	F430 Scuderia



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		State	Year	Make	Model
<b>CLASS R-8: CONCORSO FERRARI - TESTAROSSA/BOXER</b>					
Kirk Axtell	Thousand Oaks	CA	1984	Ferrari	BB 521i Cerlinetta Boxer
Sally & Michael Kerns	Los Angeles	CA	1982	Ferrari	400i
Kirk Axtell, Sr.	Ventura	CA	1984	Ferrari	BB 512i Berlinetta Boxer
Jack Walston	Los Angeles	CA	1991	Ferrari	512 Testarossa
<b>CLASS R-9: CONCORSO FERRARI - 550/575</b>					
David Dunn	Fullerton	CA	2001	Ferrari	550 Maranello
Bill Makepeace	Downey	CA	1998	Ferrari	550 Maranello
Chris Kirkwood	Fountain Valley	CA	2000	Ferrari	500 Maranello
Stephen Wheeler	Rancho Santa Fe	CA	2000	Ferrari	550 Maranello
Steven Herbert	Santa Rosa Valley	CA	2001	Ferrari	550 Maranello
Miguel Koenig	Rancho Santa Fe	CA	2001	Ferrari	Berlinetta
Barry Taylor	Westlake Village	CA	2001	Ferrari	550 Maranello
Kenneth Woolcott	Seattle	WA	2001	Ferrari	550 Maranello
David Kahn	West Hills	CA	2002	Ferrari	575M Maranello
<b>CLASS R-10: CONCORSO FERRARI - 599/612</b>					
Gary Brill	Newport Beach	CA	2008	Ferrari	599 GTB Fiorano
Albert Ortiz	Redondo Beach	CA	2005	Ferrari	612 Scaglietti
Suzane de Montesquiou	Encino	CA	2007	Ferrari	612 Scaglietti
Scott Brown	Newport Beach	CA	2008	Ferrari	612 Scaglietti
David Pham	Westminster	CA	2011	Ferrari	California
<b>CLASS S-1: JAGUAR XKE THRU 1967</b>					
Jim Collins	Los Osos	CA	1965	Jaguar	XKE Roadster
John & Bonnie McDonald	Palos Verdes Estates	CA	1967	Jaguar	XKE Roadster
John Mutlow	Los Angeles	CA	1968	Jaguar	XKE Roadster
Frank Tillman	Glendale	CA	1968	Jaguar	E-Type Coupe
<b>CLASS S-2: JAGUAR XK 120-140-150</b>					
Daryl Butcher	La Habra	CA	1951	Jaguar	XK120 OTS
Glenn Chapin	Rancho Santa Fe	CA	1954	Jaguar	XK120
Richard Crump	Enid	CA	1954	Jaguar	XK120 FHC
Vin Di Bona	Los Angeles	CA	1952	Jaguar	XK120
Robert & Virginia Huntington	North Tustin	CA	1956	Jaguar	XK140M
Andy Spilkoman	Sherman Oaks	CA	1956	Jaguar	XK140
Robert White	Torrance	CA	1958	Jaguar	XK150
<b>CLASS T: THUNDERBIRD - FIRST GENERATION</b>					
Richard & Maria Bjorklund	Anaheim	CA	1955	Ford	Thunderbird
Janet South-Munyer	Lomita	CA	1955	Ford	Thunderbird
Henry Del Rey	Pasadena	CA	1956	Ford	Thunderbird
Larry Kooiman	Downey	CA	1956	Ford	Thunderbird
Terry Lynch	Burbank	CA	1957	Ford	Thunderbird
David Nordeen	Burbank	CA	1957	Ford	Thunderbird - F Code
Robert Rossi	Agoura Hills	CA	1957	Ford	Thunderbird
William Somsak	Westminster	CA	1957	Ford	Thunderbird - F Code
<b>CLASS U-1: BRITISH SPORTS CARS - POST WAR</b>					
Tony Raynor	Claremont	CA	1936	Singer	Le Mans 2 Seat Sports Car
Yuri and Sofia Brickman	Los Angeles	CA	1950	MG	YT
Robert Green	Arcadia	CA	1954	Austin-Healey	BN1 100/4 Roadster
Vance Weisbruch	Altadena	CA	1957	MG	MGA
Brandon Fay	Los Angeles	CA	1958	MG	MGA Roadster
David Lans	Glendale	CA	1960	MG	MGA Roadster
Bruce Steele	Brea	CA	1960	Austin-Healey	3000
Lisa Milne	Sierra Madre	CA	1961	Triumph	Italia 2000



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		State	Year	Make	Model
Peter Devereaux	Los Angeles	CA	1962	Aston Martin	BD4
Louis Mireglia	Westlake Village	CA	1962	Austin-Healey	BT7 3000 Mk II
Barry Connally	Oceanside	CA	1964	Triumph	Spitfire4
Elisa Stephens & Scott Stephens - Academy of Art University	San Francisco	CA	1965	Aston Martin	DB5
Tom Oldfield	Altadena	CA	1983	Caterham	Super Seven S-3
<b>CLASS U-2: MORGAN</b>					
Christopher Dutra	Dana Point	CA	1953	Morgan	Plus 4 Drop Head Coupe
Creighton Turner	Pasadena	CA	1954	Morgan	Plus 4
Michael Hattem	Los Angeles	CA	1962	Morgan	Plus 4 Four Passenger Roadster
Dennis Glavis	Valencia	CA	1963	Morgan	PLUS 4
Gary & Sammia Rand	Burbank	CA	1963	Morgan	Plus 4 Drop Head Coupe
Cal Woolsey	Santa Ana	CA	1964	Morgan	Plus 4
Larry Guzzin	Los Angeles	CA	1987	Morgan	Plus 8
Fred & Carolyn Klein	La Habra Heights	CA	1989	Morgan	Plus 4
<b>CLASS W-1: VOLKSWAGEN</b>					
Larry Luhrsen	Huntington Beach	CA	1952	Volkswagen	Sunroof Beetle
David Duncan	Trabuco Canyon	CA	1956	Volkswagen	Beetle
Eddie Galvan	Redondo Beach	CA	1960	Volkswagen	Euro Delux
Nancy Kyllingstad	Cypress	CA	1962	Volkswagen	Beetle
Bruce Hoel	Los Angeles	CA	1963	Volkswagen	Karmann Ghia Type 34
Jim Keefe	Coto De Caza	CA	1964	Volkswagen	Karmann Ghia Convertible
Patrick Blanchard	Torrance	CA	1967	Volkswagen	Beetle
Stephen Russell	Pasadena	CA	1967	Volkswagen	Beetle Convertible
Daryl Topalian	San Gabriel	CA	1968	Volkswagen	Beetle Sedan
Bill Main	San Gabriel	CA	1970	Volkswagen	Beetle
Eric Beisser	San Gabriel	CA	1974	Volkswagen	Super Beetle
Bill McDaniel	Pasadena	CA	1984	Volkswagen	Vanagon/Westfalia
<b>CLASS W-2: VOLKSWAGEN - CUSTOM BODIES</b>					
Karl Schuler	Laguna Beach	CA	1949	Hebmueller	Convertible
Barbara & Michael Malamut	Thousand Oaks	CA	1953	Dannenhauer & Stauss	Cabriolet
Scott R. Boses & Celesta Pappas-Boses	La Canada	CA	1953	Dannenhauer & Stauss	Cabriolet
Mark Merrill	Atherton	CA	1953	Rometsch	Four Door Taxi
Lloyd Kee	Bellvue	WA	1954	Dannenhauer & Stauss	Coupe
Scott R. Boses & Celesta Pappas-Boses	La Canada	CA	1957	Rometsch	Beeskow Cabriolet
Kimbel Ritch	Eastvale	CA	1957	Rometsch	Lawrence Cabriolet
Barbara & Michael Malamut	Thousand Oaks	CA	1962	Devin D	Roadster
<b>CLASS W: WOOLIES THRU 1974</b>					
Dick Roseberry	Yorba Linda	CA	1939	Ford	Station Wagon
Scott Swanson	La Canada	CA	1939	Ford	Woodie Wagon
Michael Losmandy	Los Angeles	CA	1941	Ford	Station Wagon
George Macer Jr.	Lakewood	CA	1946	Ford	Super Delux Station Wagon
David Rusher	Manhattan Beach	CA	1946	Ford	Sportsman
Kevin Ivey	Los Angeles	CA	1947	Ford	Woodie Wagon
Plunkett Family	San Marino	CA	1947	Ford	Woody Wagon
Rich Grosch	San Diego	CA	1948	Desoto	Delux Station Wagon
<b>CLASS X: CORRAL</b>					
D. Scott Mercer	Redlands	CA	1955	Chevrolet	Nomad Resto Rod
Arthur Sbicca	San Marino	CA	1955	Chevrolet	210 Handyman 2 Dr. Wagon
Bill Swanson	La Canada	CA	1956	Ford	Pick Up w/1946 Mustang Motorcycle
Vin Di Bona	Los Angeles	CA	1959	Chevrolet	Custom Resto Rod
Art Kazanjian	San Gabriel	CA	1960	Chevrolet	Biscayne





# 2021 ENTRANTS

		State	Year	Make	Model
Thomas McElroy	Glendale	CA	1967	Ford	Mustang 4X4
Carl Forshage	Altadena	CA	1971	De Tomaso	Pantera
Ron Peters	Long Beach	CA	1986	Rolls-Royce	Cornich Drop Head Coupe
Stephen Pothier	Porter Ranch	CA	1987	Aston Martin	Lagonda
Adam Bray-Ali	Alhambra	CA	1990	BMW	K1 Motorcycle
Shari Ten Eyck	Corona del Mar	CA	1993	Cadillac	Allante
William Mayhew	Coarsegold	CA	2003	Chevrolet	Corvette
James Brannen	San Diego	CA	2007	Chevrolet	Corvette

## CLASS Y: BMW THRU 1978

Rey Rivera	San Juan Capistrano	CA	1967	BMW	2000cs
Shad Essex	San Gabriel	CA	1970	BMW	2002
Ben Miller	Pomona	CA	1972	BMW	2002 tii
John Chadwick	San Dimas	CA	1973	BMW	3.0 CS
Chris Macha	Huntington Beach	CA	1973	BMW	3.0CS
William Hunt	Trabuco Canyon	CA	1974	BMW	2002 Ti
Jorge Munoz	Upland	CA	1975	BMW	2002
Christopher Kohler	Phoenix	AZ	1980	BMW	M535i
C.A. Cardenas	Whittier	CA	1988	BMW	M6



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# SYMPHONY OF CARS GALA

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## **1909 OLDSMOBILE, MODEL X3 TOURING**

Owners: Bonnie & Ray Kinney, Dallas, Texas

Musical Composition – Swing Low, Sweet Chariot

Composer - Wallis Willis

This rare, and only existing Model X3 Oldsmobile was the first automobile registered in the town of Watrace, Tennessee. The car was owned by the original owner and his family until 1989 when it was sold at auction. Its new owner immediately began a frame off restoration that was completed in 1997. In August 1997 the car was featured as the Oldsmobile Centennial in Lansing, Michigan. The car's engine is a four-cylinder, with jug-type cylinders cast in pairs. It develops 35/40 horsepower. The bottom half of the engine is cast aluminum with a cast-aluminum oil pan, an oil pump and a water pump. The transmission has three speeds forward and one reverse. The parking brake acts on the rear wheel drum brakes, and the foot-pedal brake acts on the drive-shaft drum. The frame is steel, and the body is all wood. The wheels are wood-spoke artillery type. All trim, the lights and the plumbing are brass, and it has acetylene headlights and kerosene cowl and taillights.

## **1914 MOLINE KNIGHT SD OPERA SEDAN**

Owner: Sandy Hansen, Valencia, California

Musical Composition – Colonial Bogey

Composer – Lt. F.J. Ricketts aka Kenneth J. Alford

This car was originally licensed in California in 1915 and still has the brass CA registration tag 59442. This beautiful Moline Knight was purchased to transport opera stars and guests of the San Francisco Opera. The large windows were perfect for being seen and for viewing. It has a spacious back seat with plenty of leg room for their beautiful gowns. The front has seating for the chauffeur and the doorman. The Moline Knight remained in San Francisco for three generations and was sold in 1977 to Mr. Ward of Ukiah, California. The car was kept in storage but fell into disrepair until 2014 when it was purchased by Ron & Sandy Hansen. The Moline Knight underwent a complete 4-year frame off restoration, this exceptional car is now ready to be shown. The Moline Automobile Co. of Moline, Illinois manufactured cars from 1914 to 1919, however the Moline Knight was only manufactured from 1914 to 1919. Per the Moline Knight registry there are only three 1914 MK-50's that still exist, and this is the only Closed Car Opera Coupe. The Moline Knight features a sleeve valve engine which was superior to poppet valve engines for its efficiency, durability and silence.

## **1914 PACKARD MODEL 138**

Owners: Janice & Joe Conzonire, San Marino, CA

Musical Composition – By the Beautiful Sea

Composer – Harry Carroll. Lyricist – Harold J. Atteridge

In December of 1912 Packard introduced a smaller six, the Model 38. The engine had an L-head design with cylinders cast-in-pairs and displaced 415 cubic-inches, had seven main bearings, and developed 60 bhp. The Model 38 was Packard's first car to have left-hand drive and electric starting, the latter from a Delco starter-generator of the type developed by Charles Kettering. The electrical system had a control unit attached to the steering column. This design was the work of chief engineer Jesse Vincent, who would later design the Twin Six and Liberty aircraft engines. The control unit had switches for the ignition, lights and horn, an ignition lock, and mixture control for the carburetor. The Model 38 sold for \$4,050 to \$5,400. The Touring was the most popular Model 38 body style, and the only one to open style on the intermediate 138" wheelbase.

## **1931 DUESENBERG MODEL J DERHAM TOURSTER**

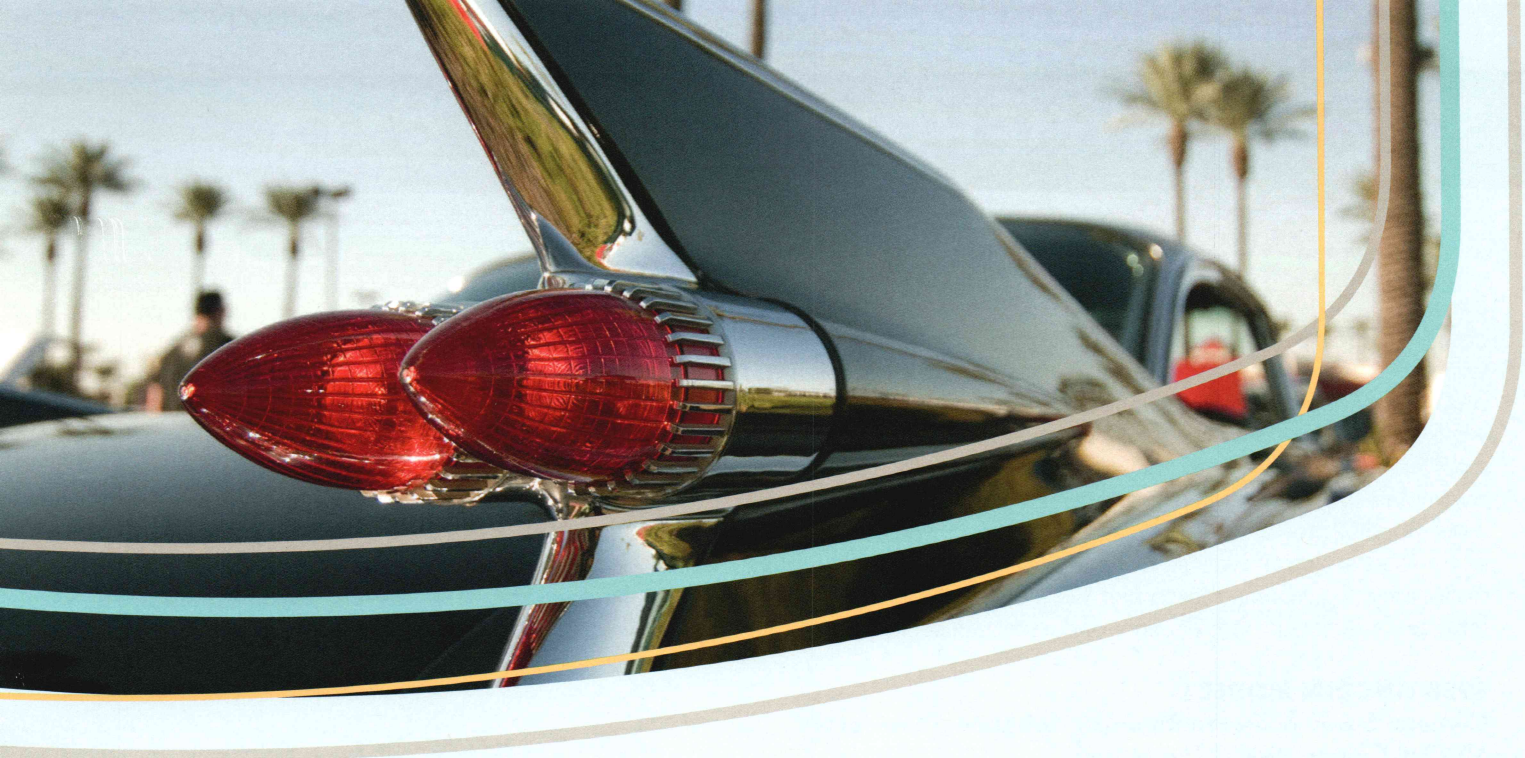
Owners: Hon. Joseph & Maggie Cassini, West Orange, New Jersey

Musical Composition – Mood Indigo

Composer – Duke Ellington

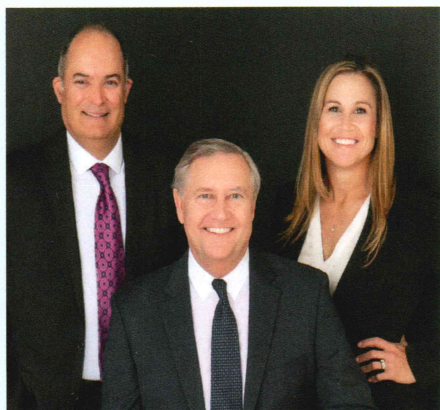
The Tourster was legendary car designer Gordon Buehrig's favorite Duesenberg. There is a lot to say about this handsome automobile, but the fact is that out of all of the creations that the master designer drew up for the mighty Model J, he preferred the Tourster, which speaks loudest of all. The design was for a five-passenger touring car on the long 153.5-inch wheelbase Model J chassis, which in his 1972 autobiography, *Rolling Sculpture*, Buehrig described it as being "severely plain in ornamentation and





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# SYMPHONY OF CARS GALA

[having] the unusual virtue of being equally handsome with the top in the raised position or when it is lowered." The length of the chassis exaggerated the car's lowered proportions, created by moving the rear seat ahead of the rear axle and the foot wells within the frame rails, which increased room for passengers while also allowing the top and sides of the body to be lower than on a standard phaeton. With the Tourster, Buehrig also sought to solve a common problem of dual-cowl phaetons of the time. They were often equipped with second windshields to give weather protection to rear seat passengers, but these windshields were mounted on a hinged metal tonneau that had to be clumsily swung up out of the way each time a passenger entered or exited the automobile. The Tourster's solution was a rear windshield that slid up and down out of the back of the front seat with the turn of a crank handle, providing a windbreak that also looked appropriately dashing—and it stayed out of the way. The exclusive builder of the Tourster design was the Derham Body Company of Rosemont, Pennsylvania, the favored coachbuilder of the Philadelphia aristocracy. Eight original examples were built in-period; perhaps because of the great beauty of their design, all eight survive, have been restored, and remain well-cared-for in some of the world's most prominent private collections.

## **1928 LINCOLN MODEL L**

**Owners:** Susan & Steven Babinsky, Lebanon, New Jersey

**Musical Composition – The Mooch**

**Composer – Duke Ellington**

The Lincoln Model L was the top of the line in 1927. This car remains entirely original with 24,000 miles. It still retains its original top, top boot, side curtains, upholstery, paint, tools and re-capped tires from the 1950's. The paint on the body and fenders is still in very good condition, upholstery is brown leather and is extremely well preserved with only minor imperfections. The car runs and drives like it is still new. The current owner is the car's fourth caretaker who bought the Lincoln in 2019.

## **1931 MARMON V16 SEDAN**

**Owners:** Amy & Stephen Plaster, Lebanon, Missouri

**Musical Composition - Goodnight Sweetheart**

**Composer – Ray Noble, Jimmy Campbell and Reg Connelly**

When the Marmon Motor Car Company introduced its new V-16 models for 1931, the Indianapolis automaker already had two strikes against it: The Great Depression had decimated luxury car sales, and rival Cadillac had beaten it to market with a V-16 of its own. Less than 400 Marmon Sixteens were built before the company ceased automobile production in 1933, and of these, roughly 75 remain today, including an estimated six LeBaron-bodied coupes. When Howard Marmon began work on what was to be the world's first 16-cylinder automobile engine in 1926, development was carried out by the Midwest Aircraft Company to keep the project a secret from his competitors. Manufactured primarily from weight-saving aluminum with steel cylinder liners for durability, Marmon's overhead valve, 491-cu.in. V-16 was rated at an impressive 200 horsepower. At 930 pounds assembled, the Marmon engine was relatively light, reportedly enabling the Sixteen to out-accelerate a Duesenberg Model J for roughly a third of the price. Unfortunately for Marmon, the project didn't remain secret long enough. Engineer Owen Nacker was lured away by Cadillac, which developed a V-16 of its own for the 1930 model year. The Cadillac engine displaced 452-cu.in. and made just 165 horsepower – 35 hp less than the Marmon – but carried a higher price tag. Marketability aside, Cadillac was backed by GM, giving it the financial resources to weather the Depression, something that Marmon lacked. In 1933, Marmon ended its automobile production, merged with Herrington, and focused on production of automobile parts and all-wheel drive trucks.

## **1933 CADILLAC V16 FLEETWOOD CONVERTIBLE COUPE**

**Owner:** John Groendyke, Enid, Oklahoma

**Musical Composition – Stormy Weather**

**Composer – Harold Arlen & Ted Koehler**

The Cadillacs of 1933 were at the forefront of design, with streamlined bodies, sectioned bumpers, a vee-shaped grill with a standard painted or optional chrome radiator shell. The front and rear fenders received skirts, the radiator filler cap was placed under the hood. The 452 cubic-inch engine was backed by a three-speed selective, synchromesh transmission with a twin-disc clutch. Stopping power was provided by mechanical brakes on all four wheels with 15-inch drums and vacuum assist. The suspension was comprised of a solid front axle with semi-elliptic leaf springs and hydraulic dampers, and a 3/4-floating rear axle with semi-elliptic leaf springs. Cadillac announced it would build 400 vehicles for the 1933 model year but ultimately built just 126 vehicles with most being the five- or seven-passenger sedan body style.





**MAX STUDIO**





# SYMPHONY OF CARS GALA

## **1933 DUESENBERG SJ CONVERTIBLE SEDAN**

**Owners:** Jeannie & Rob Hilarides, Visalia, California

**Musical Composition –** It Don't Mean a Thing

**Composer –** Duke Ellington

The Model SJ, a supercharged version of the Model J, produced 320 horsepower. The supercharger was located beside the engine with the exhaust pipes beneath through the side panel of the hood through creased tubes. The name 'SJ' was never used by the Duesenberg Company to reference these models.

Even though the Model J had received much attention from the press and promotional material was well circulated, sales were disappointing. The Duesenberg Company had hoped to construct 500 examples per year; this figure was never matched with a total of 481 examples constructed throughout its lifespan. Duesenberg did find customers such as Gary Cooper, Clark Gable, Greta Garbo, and James Cagney. Monarch, kings, queens, and the very wealthy accounted for the rest of the sales.

Production continued until the company ceased production in 1937. Little changed on the Model J over the years. The four-speed gearbox was replaced by an unsynchronized three-speed unit that was better suited to cope with the engine's power. The last Model SJ's produced had ram-horn intakes and installed on two short-wheelbase chassis. Horsepower was reported to be as high as 400. These examples are commonly known as 'SSJ' in modern times.

## **1934 AUBURN 1250 V12 CONVERTIBLE SEDAN**

**Owners:** Barbara & Fred Lax, Malibu, California

**Musical Composition –** Moon Glow

**Composer -** Benny Goodman

One of three surviving of only 27 of the rare Auburn V-12 Phaeton Salons built, and was completely restored to original authentic specifications, engine out, body up, and frame off during 2009-2014.

The Auburn V-12 Phaeton Salon Convertible, was the top-of-the-line model that emerged from the floundering Auburn Automobile Company at a plant in depression-plagued Auburn, Indiana. At an original cost of \$1,745, it is powered by a Lycoming engine, displacing 391 cubic inches, featuring twin carburetors, dual exhaust, dual ratio 2-speed Columbia rear axle, Bijur lubrication system, and a beautifully finished 2-tone red/cream exterior paint design, with an authentic Potter trunk. The car weighs 4700 lbs., all carried on a 133" wheelbase by a 160 horsepower engine that is capable of carrying the car to 85 MPH. Free wheeling was standard, and a Startix system patented by Bendix automatically restarts the engine. The hydraulic brakes are assisted by a vacuum booster, and provide dash controls to adjust brake pressure to match road conditions. The car also has an original rare Philco Transitone radio.

This vehicle earned CCCA 1st Place & 100 points (Premier & Senior Emeritus), AACA National 1st Place, ACD West Coast Meet 1st Place & Best of Show, and was officially certified by ACD National.

## **1936 PACKARD SERIES 1404 CONVERTIBLE**

**Owner:** Paul Whitney

**Musical Composition –** Pennies from Heaven

**Composer –** Arthur Johnston Lyrist Jonny Burke. Introduced by Bing Crosby

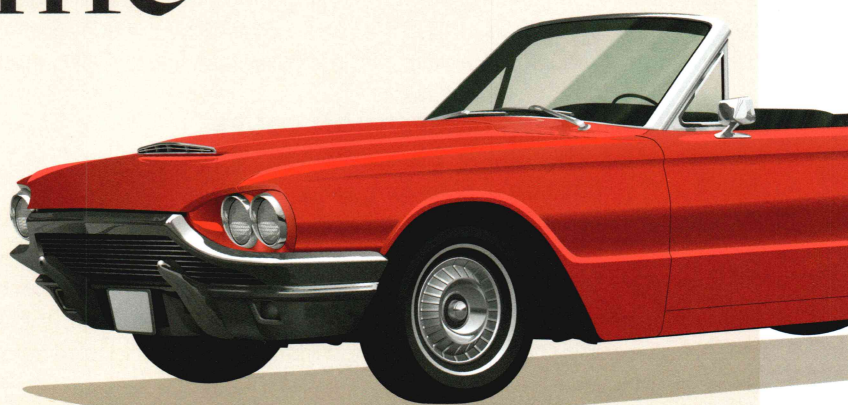
In 84 years of existence, the car has had 5 owners. It was sold new in 1935 by the Packard Motor Car Company of Boston. The current owner, Paul Whitney, purchased the car in 2017. A one-and-a-half-year restoration was done and completed in time for its debut at the 2019 San Marino Motor Classic where it won Best in Class and a special award for best paint and body. In March 2020 at the San Diego/Palm Springs Grand Classic, it was judged a 100 point car and received its Senior CCCA award. The car is happily driven at least twice a month in our neighborhood and has become the favorite ride for our grandchildren- especially the rumble seat!



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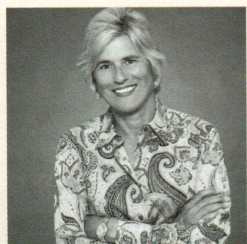
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# SYMPHONY OF CARS GALA

## **1937 FORD DARRIN CONVERTIBLE COUPE**

**Owner:** Rich Atwell, Fredricksburg, Texas

**Musical Composition –** One O’Clock Jump

**Composer –** Count Basie

Howard ‘Dutch’ Darrin was a leading American designer of custom bodied cars in the Classic era. He is remembered for the custom bodies he designed for luxury cars from Duesenberg to Rolls Royce. In particular, he is noted for the many Packard Darrin’s he built for movie stars such as Clark Gable and Errol Flynn.

This Ford Model 78 Convertible was the first car built in the United States by coachbuilder Darrin after Howard ‘Dutch’ Darrin moved to Los Angeles from Paris. It was based upon the Model 78 Deluxe and giving a distinctive grille and headlights. Power was from the 60 horsepower Ford V8.

There were over 57,000 examples of the Ford in both standard and deluxe trim during 1937, but this is the only one with this style of coachwork. It is the only Darrin designed car ever built on a Ford chassis. It was designed for a man who imported Ford Jensen cars in the 1930s. This car was discovered by the current owner in 1969 while looking at a different car in a large old Oklahoma City storage building with a dirt floor. While peeking through a crack in a wall, he noticed this car.

## **1937 DELAHAYE 135 COMPETITION COUPE**

**Owner:** Mark Hyman, St. Louis, Missouri

**Musical Composition –** Sing Sing Sing

**Composer –** Louis Prima

For the 1936 Paris Auto Salon, Joseph Figoni decided to build a unique automobile that would showcase his vision of the outer limits of modern car design as well as the skills of his craftsmen. Working with Delahaye’s magnificent 135 Competition short chassis as a basis for his masterpiece, Figoni built a spectacular automobile that would forever be synonymous with French Art Deco design.

Figoni’s car was like nothing ever seen before, with sweeping, fully enveloped fenders front and rear, low mounted headlamps faired into the front wings, and dramatic speed-form body lines highlighted in bold contrasting colors. It caused a sensation at the Paris Salon, and soon there was enough demand for a limited run of eleven cars based on the initial design.

Chassis number 48666 is one of three Torpedo Cabriolets built on the Delahaye’s short-wheelbase 135 Competition chassis and is one of two known survivors. This car was first sold through a Delahaye dealer in Venice to a Mr. Adamek of western Czechoslovakia. It survived the war hidden away from the Germans, often spotted in and around Prague through the 1960s. Bernard Aristeguy discovered the car in 1997, complete but partially disassembled for restoration. He arranged a sale to his friend Jacques Harguindeguy, a well-known collector of superlative French coachwork. Jacques commissioned Brian Hoyt’s Perfect Reflections to perform the meticulous restoration, with invaluable input from experts including Joseph Figoni’s son Claude Figoni. Remarkably, the 48666 retained its original coachwork, exterior trim, engine, gearbox, and other significant components. Samples of the original paint were used to return the car to the same colors as it was delivered in Venice in 1937. In 2000, Harguindeguy’s passionate efforts paid off with the coveted Best in Show at the 50th Anniversary of the Pebble Beach Concours d’Elegance.

## **1946 PACKARD MODEL 1615 SERIES 2111 FASTBACK**

**Owner:** Paul Rusnak, Pasadena, California

**Musical Composition –** Route 66

**Composer –** Bobby Troup

Immediately after the Japanese attack on Pearl Harbor congress enacted the War Powers Act of 1941. This act required American Manufactures to focus all of their resources on building implements of war as opposed to consumer products. When the War Powers Act was repealed in 1946 American Car manufactures were faced with huge demand for cars from returning soldiers. The demand for automobiles was answered by using prewar designs and tooling until new models could be designed for the



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# SYMPHONY OF CARS GALA

following model year. This 1946 Packard was one of those cars that was constructed using prewar sheet metal and tooling. Like many cars of the era, its designers took design cues from military aircraft such as its raked windshield and sloping roof line.

Packard enjoyed strong sales of the Club Sedan. It offered seating for six and for the time a large 356 cubic inch 165 horsepower engine. Of the 7,162 that were manufactured only a small percentage of that production are still in existence. This vehicle was recently treated to a complete frame-off restoration by Custom Auto Service in Santa Ana, California.

## **1950 OLDSMOBILE ROCKET 88 CONVERTIBLE**

**Owners:** Kathy & Chuck Michel, Newport Beach, CA

**Musical Composition –** Mona Lisa

**Composer –** Ray Evans and Jay Livingston **Performed by** Nat King Cole

For 1949, the Oldsmobile's Futuramic wide-line body style, which appeared the previous year on the top-of-the-line 98, was extended across the model range. The design was Oldsmobile's first post WWII design, with flow-through fenders crowned by high-set headlights. Of course, the big news was the new "Rocket" 88 OHV V-8 engine, which displaced 303 cid and developed 135 hp. At the last minute a new 88 series was introduced, using the new V-8 in the small 70 Series body. The result was electrifying for the day, with 0-60 mph in 12.2 seconds and a 19.9 second quarter mile. Clear plastic hood panels were an option, though not very practical.

The 88 came as a club coupe, a fastback two-door club sedan, a four-door sedan, and a four-door station wagon. Early station wagons were partly wood, but were replaced by all-steel in the middle of 1949. There were more than a dozen colors and four two-tone choices. In 1950, an Oldsmobile 88 convertible paced the Indy 500.

## **1957 ROMETSCH BEESKOW**

**Owner:** Scott R. Boses and Celesta Pappas-Boses, La Canada, CA

**Musical Composition –** All Shook Up

**Composer –** Elvis Presley

This three-seat cabriolet was hand-crafted by Rometsch Coachworks in Berlin, and is named after its designer, Johannes Beeskow. Produced between 1950 and 1957, they were considered the "Volkswagen for high society." The very first one was sold to the King of Sweden, and others were driven by celebrities such as Gregory Peck, and Audrey Hepburn.

The Rometsch Volkswagens were constructed entirely by hand, using a steel frame covered by a lightweight aluminum skin. The aluminum-bodied sports car was never officially blessed by Wolfsburg after 1954 VW refused to supply the long-established coachbuilders with the rolling chassis and other parts needed, so they were forced to buy complete VWs through their 50 employees.

Powered by a 1957 Porsche 356 1600 normal engine and fitted with Porsche 356 A Brakes. The design elements from the Beeskow were found later in other vehicles such as the so-called "wheelbrows" on the fenders of the Mercedes-Benz 300 SL and also the roof of the Audi TT.

## **1959 CHEVROLET RESTO ROD**

**Owner:** Vin Di Bona, Los Angeles, California

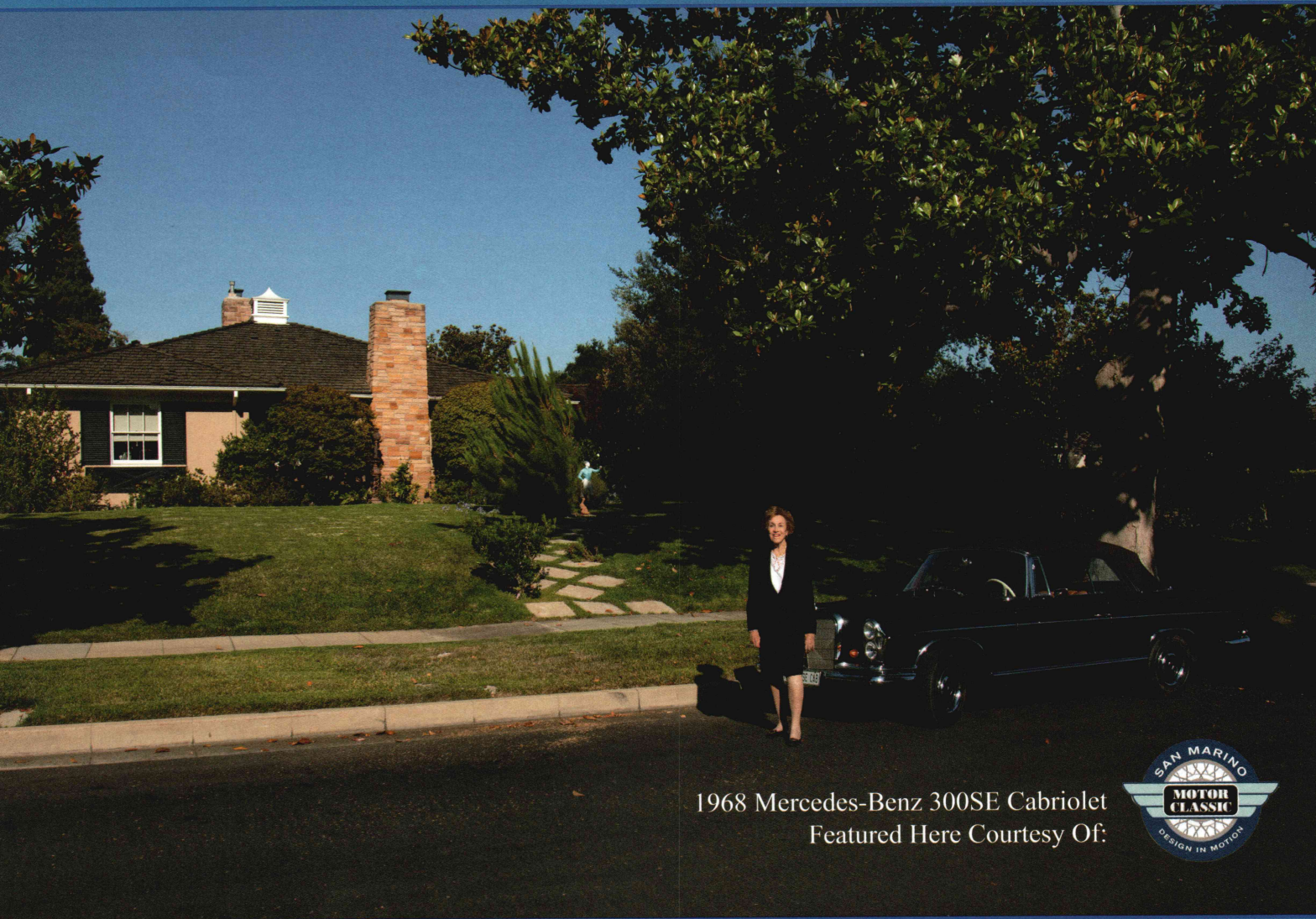
**Musical Composition –** Mack the Knife

**Composer –** Kurt Weill **Lyricist –** Bertolt Brecht **Performed by** Bobby Darin

The Chevy is an amalgamation of the front end of a '57, side of a '58 and tail of a '59 Impala, all on the platform of a 2019 Camaro SS convertible. Most all body parts are discarded on the "donor" vehicle. A new, wider, front end, hood, quarter panels, trunk and back end are fitted to the vehicle; moreover, all materials are composite. The factory black interior has been replaced with gray leather and gray on gray houndstooth fabric. The black convertible roof is factory. Fisheye tail lights and Chevy mark are period. Two tone colors of the car are: Ferrari Gray and Audi/VW Mellow Yellow. The 7-8-9 was designed and built by N2A Motors (no 2 cars are alike), in Anaheim. Gene Langmesser is the designer/builder of the car.



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# SYMPHONY OF CARS GALA

## **1963 CHEVROLET IMPALA**

**Owner:** Blanca & Cesar Lozano, Paramount, California

**Musical Composition –** What Kind of Fool Am I

**Composer –** Leslie Bricusse and Anthon Newley **Performed by** Sammy Davis Jr.

The Impala was Chevrolet's most expensive passenger model through 1965 and was one of the best selling cars in North America at the time. It would remain as one of the top-selling mid-sized vehicles in the United States until the 1980s. Chevrolet used high performance and fully loaded models to attract prospective buyers into the showrooms.

The full-size Chevrolets were completely restyled for 1963, featuring two crisply defined horizontal body-side character lines in place of the diagonal accents featured on 1962 models. These third-generation Impala's were built and designed on the GM B platform with styling changes coming in the form of more trim and a boxy style. The trim and treatment were similar to the contemporary Cadillac but emphasized the sheer length of the Impala. The similarities to Cadillac were attributed to Cadillac stylist Dave Hollis, who stood in for Chevrolet Chief Designer Clare MacKichan while he recuperated from a road accident.

The Impala models were very well equipped, with vinyl upholstered, extra-thick foam seat cushions, paddle-type armrests with lift-up door releases, additional insulation, and a sport-style steering wheel. Body styles included a sedan, Hardtop Sports Sedan, Hardtop Sport Coupe, convertible, and a 6- and 9-passenger station wagon. The base six-cylinder, overhead-valve engine displaced 230 cubic-inches and offered 140 horsepower. Options included 327, 409, and 427 V8 engines with power ranging from 250 to 430 horsepower. This numbers matching Chevrolet Impala has been treated to a frame off restoration using all NOS Parts.

## **1971 FERRARI 365 GTS S/4 DAYTONA SPYDER**

**Owner:** David Lee, San Marino, California

**Musical Composition –** Bridge Over Troubled Water

**Composer –** Jimmy Haskell **Recorded by** Art Garfunkel

At the 1969 Frankfurt Motor Show, the world finally got to see the latest Ferrari Spider: the 365 GTS/4. Both the public and motoring press loved the car, as it utilised the 365 GTB4's performance and mechanical features, whilst also allowed the driver and passenger to experience that true "wind in your hair" feeling!

The engine up front was the same V12 unit used in the berlinetta, with a displacement of 4.4 litres to produce a generous 352 bhp at 7,500 rpm. Power was delivered through a shaft in a torque tube to the rear-mounted transaxle, which subsequently spun the 215/70 VR 15 rear tyres after a healthy stab of the throttle by the driver.

A 'Daytona' Spider was a special proposition from day one. Of the 1,406 Ferrari 'Daytonas' produced, only a mere 121 were built as 365 GTS Spiders by Ferrari — the ultimate Prancing Horse status symbol of the time! The Ferrari 'Daytona' gained international fame thanks to Dan Gurney and Brock Yates, who won the inaugural Cannonball Baker Sea-to-Shining-Sea Memorial Trophy Dash, a race from New York to LA that covered 2,876 miles, in which the pair averaged over 80 mph! The 'Daytona' Spider found additional fame courtesy of this event, as it inspired the film The Gumball Run, in which a 'Daytona' Spider stars! This stunning Ferrari 365 is a four time Platinum Award winner at Cavallino and is shown in its original color of Fly Yellow. Adding to the provenance of the Ferrari is its Ferrari Classiche Certification. It is only one of 121 factory Daytona Spiders. It has just 26,000 original miles and was restored in Cremonini Italy.





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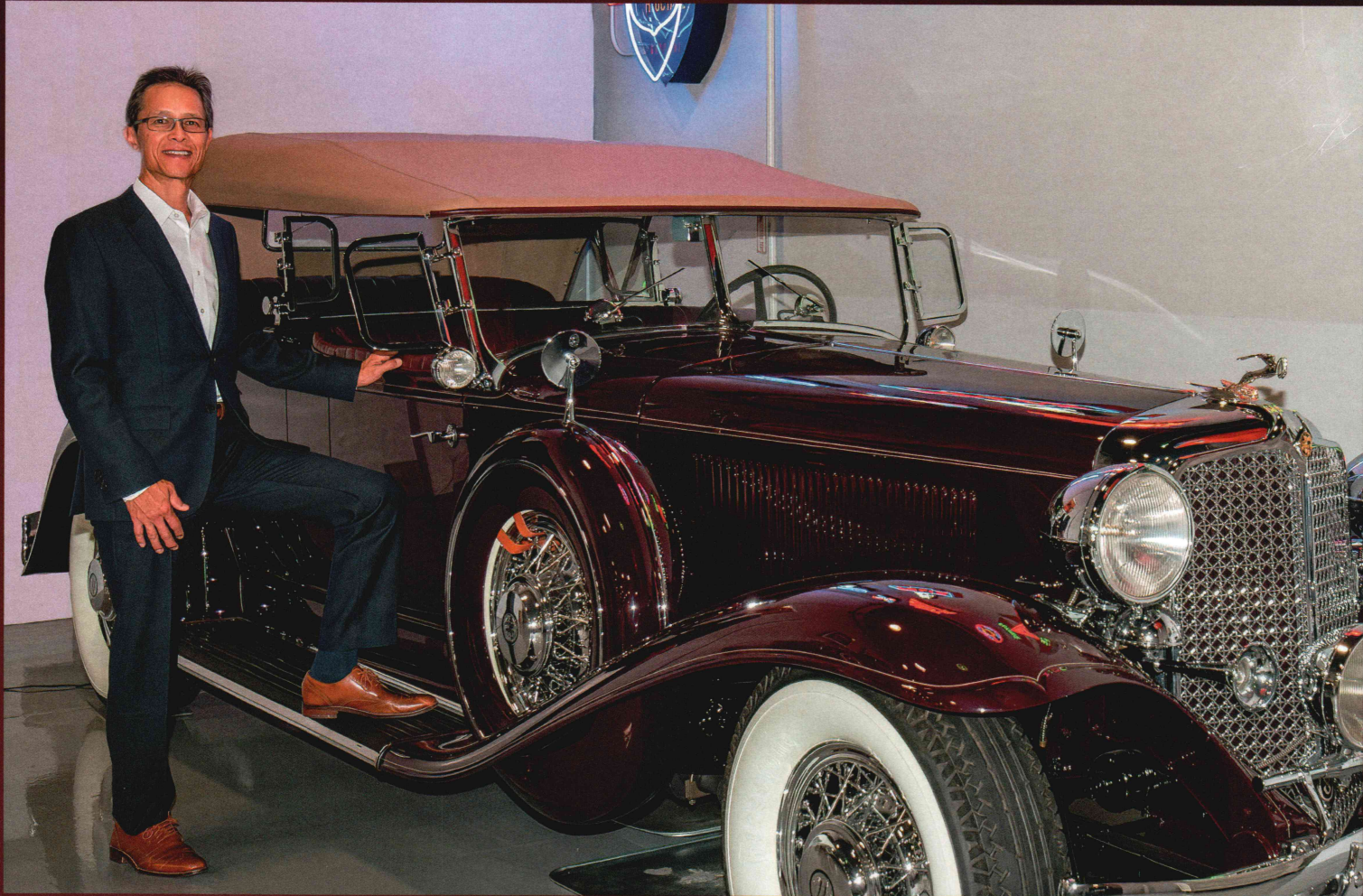
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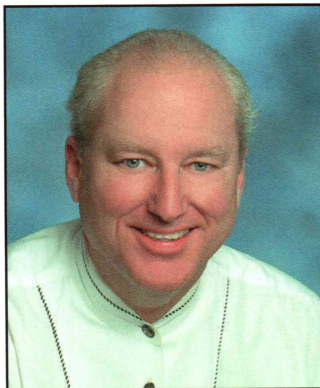
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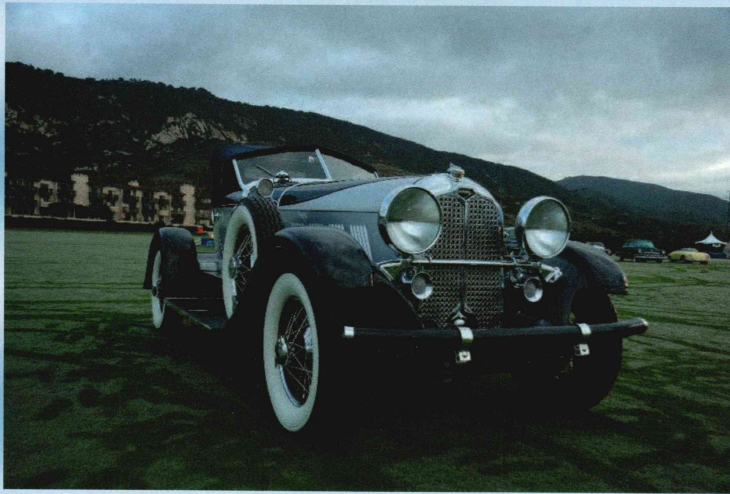
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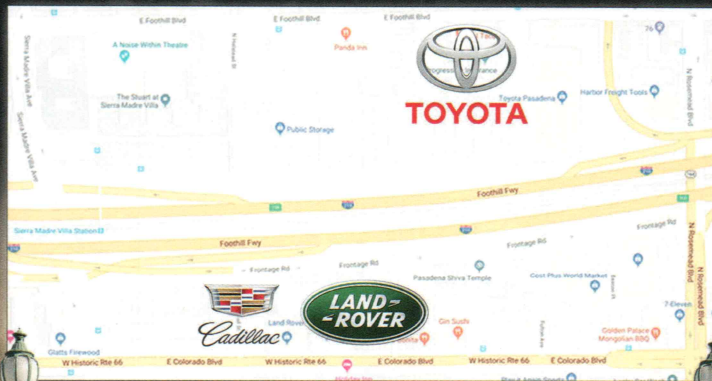
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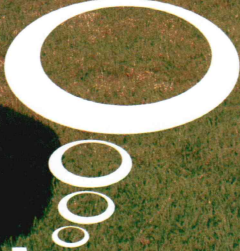
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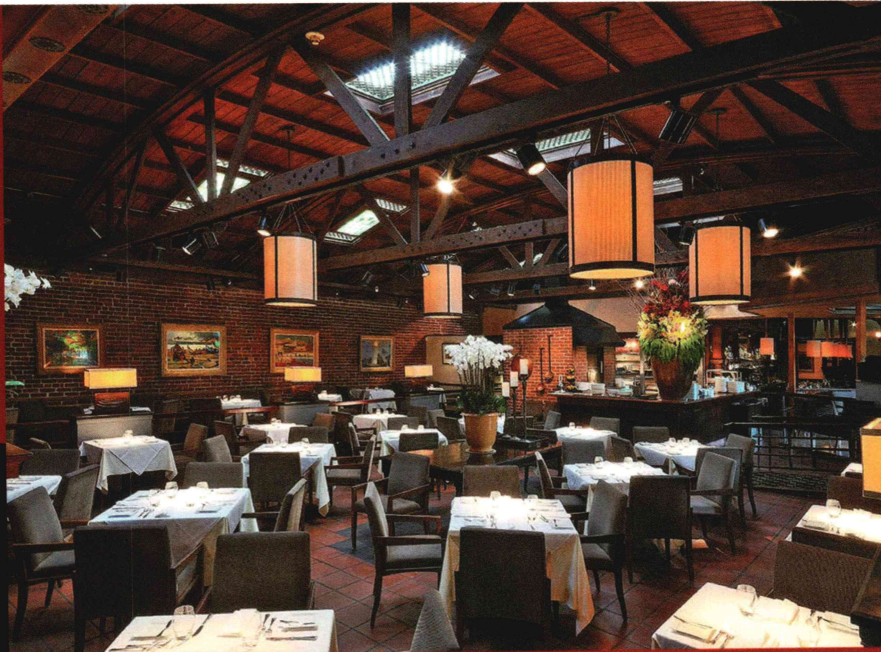
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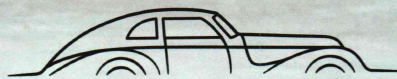
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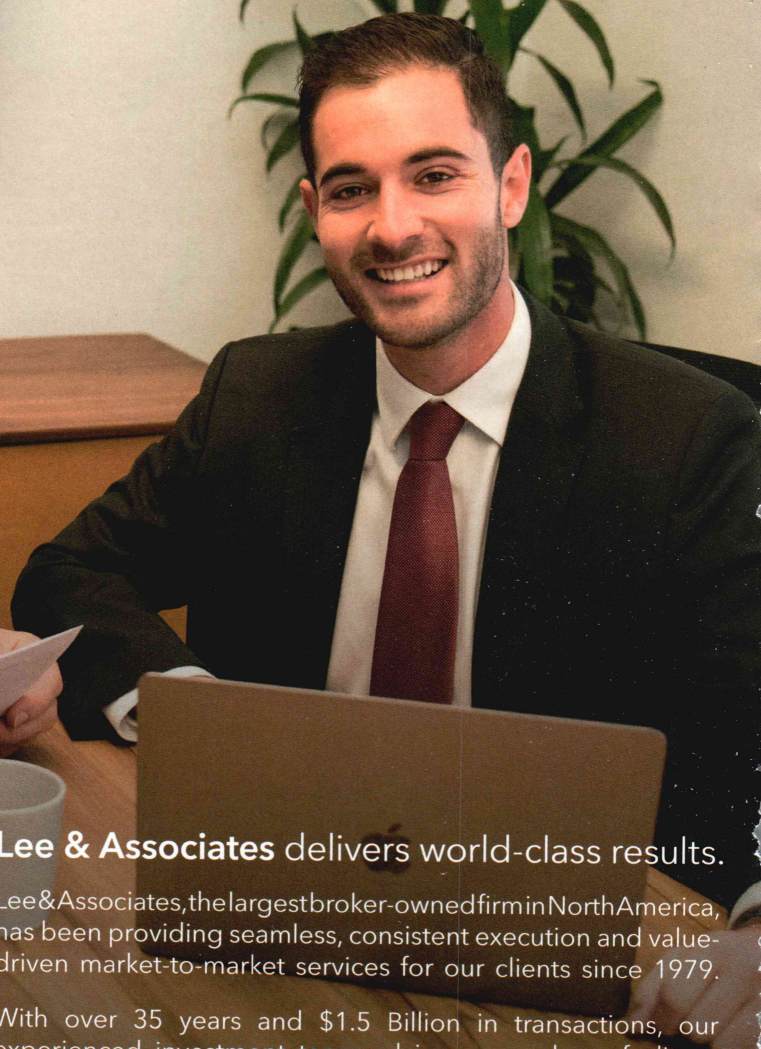
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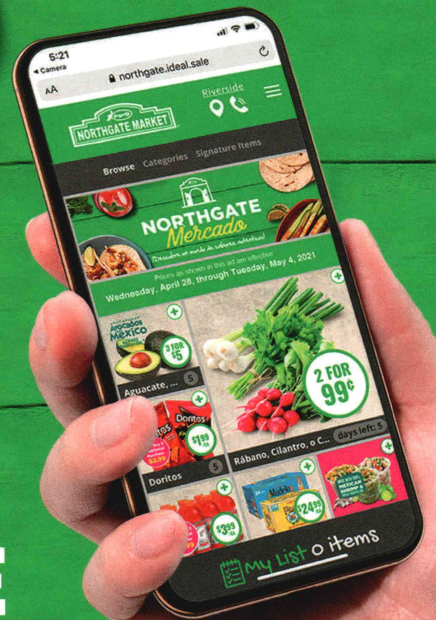
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# AUTOMOTIVE FINE ARTS SOCIETY ART EXPOSITION AND SALE

## EXHIBITING AFAS ARTISTS

### DENNIS BROWN

Dennis Brown paints automobiles. Not just any automobiles thought, but those that interest him most: antiques, classics, and racing cars. Dennis works in a variety of mediums, but the majority of his work starts out as an outline in pen and ink, followed by filling in with the transparent watercolor or acrylic. He likes layering deep, vivid colors with bright, hot highlights – the colors glistening so much the car looks freshly painted and still wet from the spray gun. His Approach to his subjects is as fresh as the look he gives them, displaying intense color and vitality. Dennis is a master at diminishing color values: the front of the car in perspective brighter and more defined than the part that's in the background.

Sometimes his cars are portrayed as a free-standing object of art but more often Dennis creates scenes in which he places the cars to give them additional life. Possibly because of his background and experience in magazine illustrations, the people in his paintings look as though they belong there. He does not paint people just to have more elements in this picture, they are there to add to the immediacy and presence of the picture. Dennis Brown's award-winning work has been commissioned by major automotive companies worldwide and is represented in private and public collections in the United States, Europe, and Japan.

Dennis is a member of the Automotive Fine Arts Society and won the AFAS award of excellence in 2004. He is also a member of the Los Angeles Society of Illustrators and a contributing artist for Road and Track and other acclaimed publications. Dennis says, "I love the automobile. I can think of no other form of transportation that has as much history or art associated with it. The automobile is always changing and always innovating. Enjoy."

### KEN EBERTS

Ken Eberts is an American painter who has been instrumental in creating the automotive art genre. These are artworks inspired by and focusing on automobiles and motorcycles as their subject matter. He is a founding member of the Automotive Fine Arts Society (AFAS), and has been its president since its inception in 1983.[2]

More than 1200 of his original paintings hang in the homes and galleries of art collectors around the world. The best known of his works include "Dad's Home" and "California Pit Stop". Eberts has created the principal posters for seven of the Pebble Beach Concours d'Elegance. In 2003, he was named Ford Motor Company's official Centennial Artist, following Norman Rockwell who had been Ford's 50th Anniversary artist in 1953.

### TOM GARNER

Tom Garner's focus is on car paintings. These paintings are "drive-by", "drive-thru", "drive-in" snapshot collages of LA. They are expressive of movement, time and recurrent memory; diaphanous and ephemeral space compressed into shiny reflective surfaces. Thomas Garner was raised in SoCal and has had a love affair with our sun-drenched Car Culture since he was a kid.

Thomas Garner studied fine arts at UCSD where Conceptual Art reigned supreme. Then he went to study at the Academy of Fine Arts in Venice where he learned Classical Venetian oil painting directly from the great Masters: Titian, Tintoretto, and Tiepolo. He ended up spending 24 years in Italy and worked in fashion as Graphic Designer and Creative Director for some of the biggest brands. He has applied his Venetian training to both his Classical and Urban paintings. He has exhibited his work widely from Milan to LA. He teaches Classical oil painting at UCLA Extension and the Kline Academy.

In his work, Photoshop is the cultural filter, a digital palimpsest that can leave residual traces of what came before, the layering of one image over another. Classical oil painting is all about glazing, scumbling and varnishing transparent layers so that what is underneath is never completely lost. The surface thus becomes rich, dense, and glassy with a great sense of depth. This Urban work tries to bridge these old and new technologies.

These paintings are on denim as opposed to linen canvas because it is more appropriate to the urban subject matter. They are masked off at the edges and sometimes silhouetted to give the sense of something cutout or expropriated from reality. They are layered, glazed and varnished in the manner of classical painting for Classic Cars!

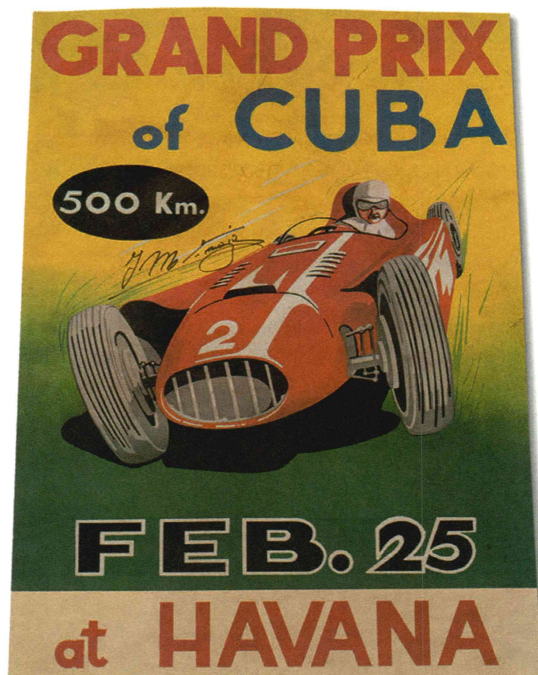
### JOHN KRSTESKI

John Krsteski is an American automobile designer, automotive artist, and painter, who is the Chief Designer of Genesis, North America. Krsteski was born and raised in Detroit, Michigan. He studied transportation design at the College for Creative Studies in Detroit.[2]





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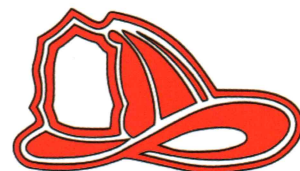
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# AUTOMOTIVE FINE ARTS SOCIETY ART EXPOSITION AND SALE

While at CCS, Krsteski took painting classes as part of his design electives which helped in making him more expressive with cars and design. Upon graduation, he joined Johnson controls, where he worked on advanced automotive interiors at a time when the expectation for design graduates was to become exterior designers.[He described going into interior design as "An unusual step of focusing on his weakness."

"Coming out of school, I wasn't too good at interiors," he says. "At that time, students weren't being trained for interiors, because the expectation was that you'd be an exterior designer. I had an opportunity with (supplier) Johnson Controls to do interiors. I thought it was fantastic. I could go there and learn more about the inside of the car." Krsteski worked at Johnson controls for three years where he rose to become a design manager. He joined Hyundai Motor America in 2007 as a design manager,[2] where he remained for 13 years before joining Genesis Design, as a chief designer.[4][5] He started out with interiors and later transitioned to exterior design. During Krsteski's time at Hyundai, he was responsible for several concept and production vehicles, such as the Hyundai Nuvis concept,[6] Curb Concept, HCD-14 concept,[2] Hyundai Sonata, and Hyundai Genesis.[7][8] He appeared on the MotoMan TV in 2011 in a mini documentary series about the design and development of the Hyundai Curb concept. Krsteski is also an instructor at the ArtCenter College of Design in Pasadena, where he teaches automobile design.

## **RICHARD LEWIS**

Richard has been doing automotive watercolor paintings for over 30 years. Richard was trained as an architect at the Southern California Institute of Architecture. He got his Bachelors of Architecture in 1989. When he got his degree, he had the opportunity to work for a structural engineer. Thinking it would be a good thing for an architect to know how and what it takes to make a building stand up he had the plan to work there for 4-5 years and then go back to architecture. Because of recessions, having twin boys and really starting to enjoy the challenge of engineering, 25 years have gone by and he will soon be taking over the company. Richard does mostly customs homes around Los Angeles which can be pretty dramatic and tricky to engineer. Being in earthquake country with many hillside sites makes for lots of interesting challenges.

When he started the engineering firm he found he wanted to learn another skill. He chose to learn how to do watercolor paintings. The plan was to be able to do renderings for other architects when his work was slow. But, he picked cars because he always liked them. and thought they might be a better challenge. Computer drafting pretty much ended the market for doing renderings. So, Richard stuck to doing paintings of cars just to relax after dealing with architect, contractors and the building departments.

Richard and his wife have fraternal twin boys which led to his "Fraternal Series" where one car is reflected on the other but the two cars have to be related. For Richard reflections are the most challenging and exciting thing to do. Richard now spends as much as 1000 hours spreads over 18 months on a single painting. Not the best business model but that is not why he paints. He does do the occasional non automotive painting to stretch his abilities. But he always hunts for some reflections in the subjects. Whether it is the eyes in a pony or the water on a lake. Richard has shown at numerous museums and art centers around the country. Currently he has four pieces on tour with "LUSTER: Realism and Hyperrealism in Contemporary Automobile and Motorcycle Painting". Which is currently at The Art Museum of South Texas in Corpus Christi, Texas. His work has also been in a few magazines. His piece "Eye to Eye" was in the 2021 National Watercolor Society Members Exhibition. Richard ran the art displays at the Dana Point Concours D'elegance and the Greystone Concours D'elegance.

## **DAVE MAREK**

Dave Marek is Executive Creative Director for Acura. He began his career at Honda R&D Americas, Inc. in 1987 and has contributed to the designs of North American developed products for over 25 years. He served as Design Project Leader and oversaw a number of milestone products such as the 1994 Honda Accord Wagon, 1997 Acura CL, 2003 Honda Element and 2006 Honda Ridgeline before Starting Honda's first U.S. Advanced Studio in Southern California. As Acura Executive Creative Director he is responsible for all designs of the Acura brand globally.

Marek earned a Bachelor of Science in Industrial Design, graduating with honors from the Art Center College of Design in Pasadena, California and continues to be involved today. He has been an instructor at the college since 1989, has been instrumental in bringing numerous sponsored projects to the Transportation Department, serves on the Art Center Full Circle Board and has served on the Art Center Alumni Council. He is also on the Advisory Board for Operation Wheels of Freedom Foundation and as a member of the Lions Automobilia Foundation Board. Marek is also a supporter of various museums including the Petersen Automobile Museum, The Gettysburg Foundation, The California Railroad Museum, The NHRA Museum, and The Pearl Harbor Memorial. In his spare time, Marek creates fine art and graphics for numerous clients, with his art and graphics being used on various championship cars, including the Honda & ACURA team graphics and various NHRA teams most notably Don Schumacher Racing. Marek's work has





# AUTOMOTIVE FINE ARTS SOCIETY ART EXPOSITION AND SALE

been published in various enthusiast magazines including Road & Track, Racer, Street Rodder and Car Graphic as well as online at [www.davemarekdesign.com](http://www.davemarekdesign.com). Additionally, Marek is also cohost of the acclaimed podcast "Man Seeks Adventure"

## **GEOFF OMBAO**

Geoff is an award-winning creative who has worked with The Walt Disney Company, Time-Warner, Pioneer Electronics, and others to launch groundbreaking products, including: the world's first interactive television system, the first high-speed cable internet service, early digital video recording systems, and more. Geoff has garnered numerous US patents for his work. An alumnus of School of Visual Arts (graduate, and undergraduate), Geoff has taught computer graphics through SVA's continuing education program. More recently, Geoff earned a bachelor's degree in Transportation Design from Art Center College of Design, where he now teaches Human Factors & Design Psychology. Currently, Geoff creates automotive fine art (using digital methods) for print, and digital media (NFT's). He has been featured in publications such as Speedster Magazine, Driven World, Panorama Magazine, Petrolicious, Worth Magazine, and others.

## **RICHARD PIETRUSKA**

Richard Pietruska is a highly respected professor at the Art Center College of Design in Pasadena. He has taught many of the top automotive designers in the US, Europe and Asia including Frank Stephenson from McLaren, Shiro Nakamura at Nissan, Chris Bangle from BMW, Ken Okuyama from Pinin Farina, J Mays and Freeman Thomas from Ford, to name a few. He has taught for over 40 years and still enjoys teaching and sharing his knowledge of automotive design and techniques for sketching and rendering.

He is also a member of the Automotive Fine Arts Society and works mainly in 3D or sculpture using a variety of materials and processes. He has shown his sculptures at the Pebble Beach Concours D'Elegance since 1996 and at the Amelia Island Concours. His sculptures have been featured in many automotive magazines around the world including OCTANE, ROAD & TRACK, AUTOMOBILE, the ROBB REPORT, AUTOAficionado, etc. and they have been exhibited in various automotive museums and shows around the world. In addition, to the numerous awards for his work, he has won the prestigious Peter Helck Award three times in a row. His medium of choice is usually fiberglass or bronze. The sculptures are never static, and they capture the essence of speed and movement of many exotic automobiles of the past as well as the present. The forms are exaggerated and curved to dramatize the unique character and quality of each automobile as it flows through space.

Richard is also one of the few automotive sculptors to have been chosen to do the artwork for the Meadow Brook Concours d'Elegance poster. In addition, he has designed awards and trophies for AUTOMOBILE Magazine, Cranbrook Concours d'Elegance, the Petersen Museum, Lincoln, Lexus and the Newport Beach Concours d'Elegance. More of his dynamic sculptures can be found on his website: [rpsmart.com](http://rpsmart.com)

## **JAMIE SCHENA**

Jamie Schena is an Australian Industrial Designer and Artist. Each of his sculptures are bespoke hand crafted pieces made from metal. He uses discarded steel and recycled automotive parts to create sculptures, giving the scrapped material new life through industrial art. As a car designer, his art reflects automotive forms and subject matter. Generally he builds to order creating one-of-a-kind custom sculptures that can never be replicated. He started at an incredibly young age and has over 25 years' experience working with and sculpting metal. "The passion that I have for my craft and for creating art by hand truly echoes in my work and every sculpture that I create."

## **MARK STEHRENBARGER**

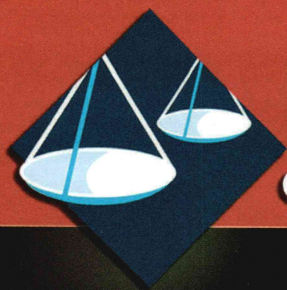
Mark Stehrenberger is an artist, familiar to most Road & Track and Motor Trend readers for his many projected visions of what the world's automakers are building next. Mark has also been involved with real life car design and in the past has been a consultant to various automakers such as VW, Peugeot, Renault, Ford, KIA, Subaru, Rolls Royce, Jeep, and Toyota. He resides alternately in Montreux, Switzerland, and Ventura, CA but comes over to Ventura, CA every so often to recharge his batteries

## **BRUCE WHEELER**

Bruce Wheeler is an Automotive Sculpturer. A lifelong interest in the "VISUAL" evolution of the car, included a 15 year career with General Motors Styling. Other experiences in Forensic model reconstruction, Jewelry design and construction, Exhibit Design, continuous exploration of materials, techniques and "patinas" led to his unique Sculpture process. His sculptures are created directly in metal. Their intent is to pay homage to the "Creativity" demonstrated by these early car builders and designers.

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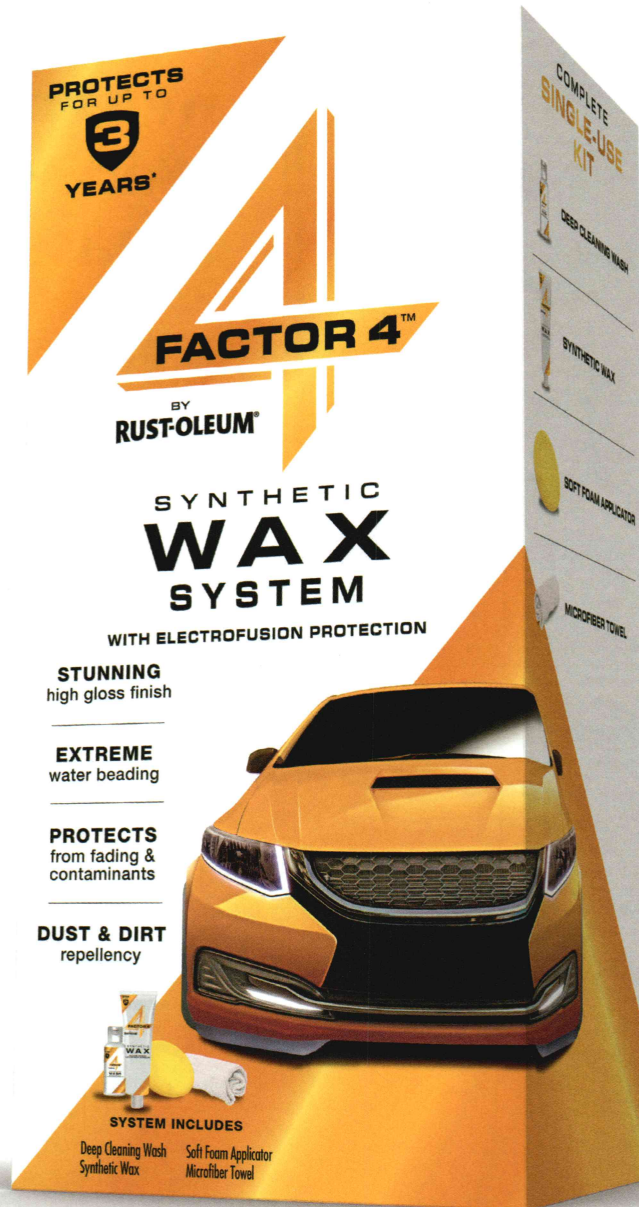
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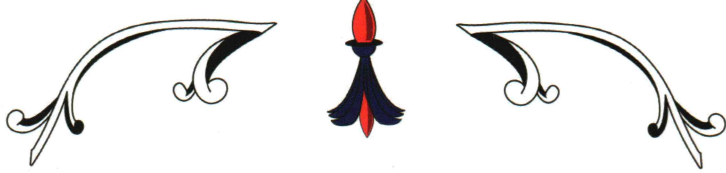
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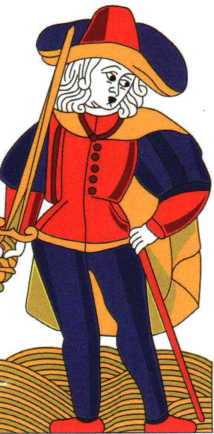
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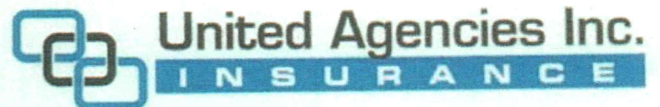
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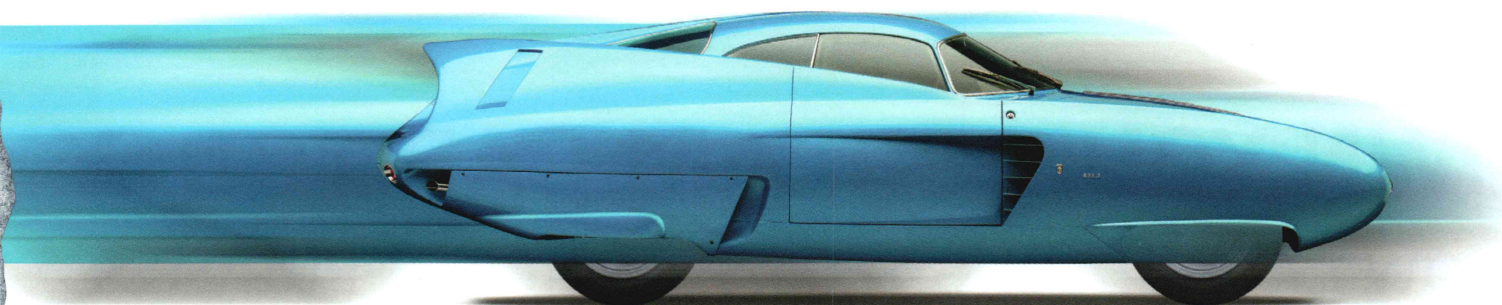
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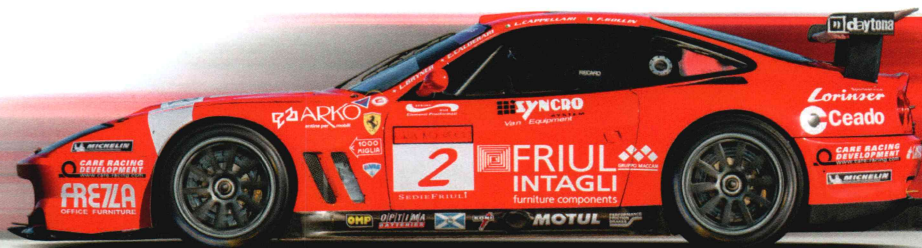
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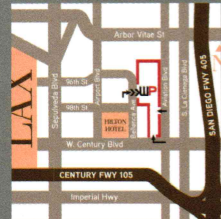
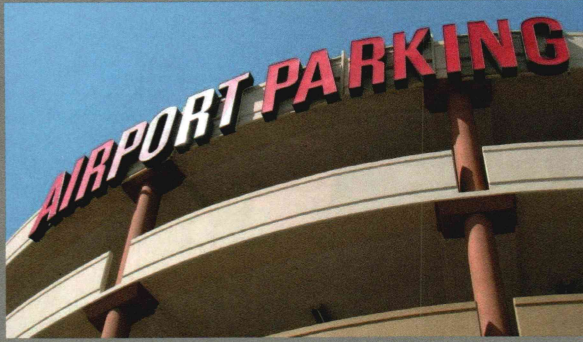
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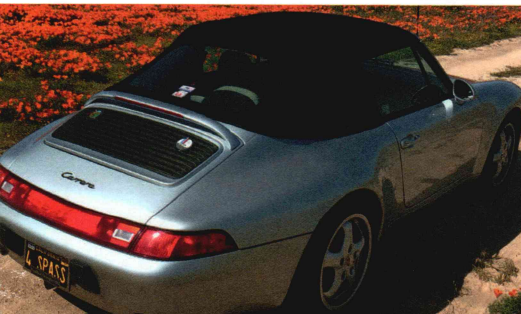
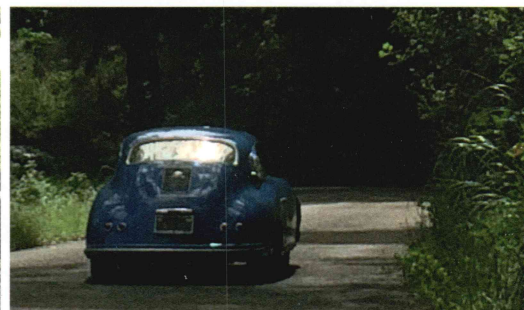


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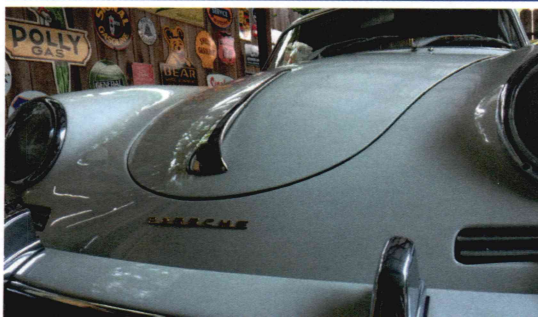
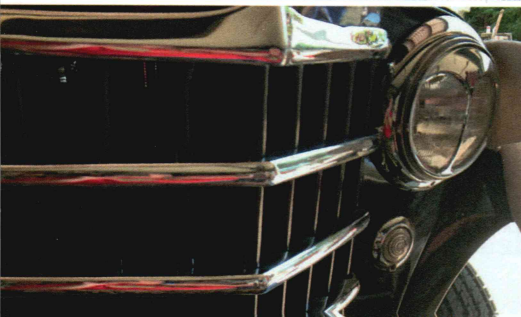
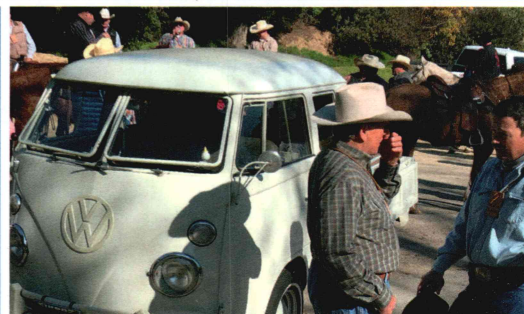


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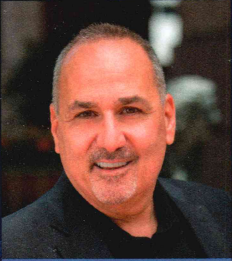
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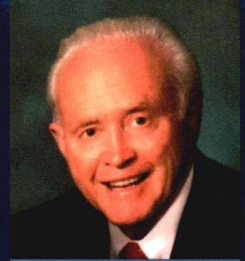
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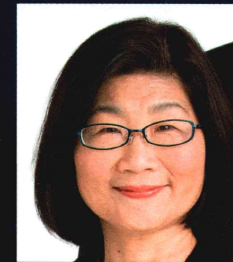
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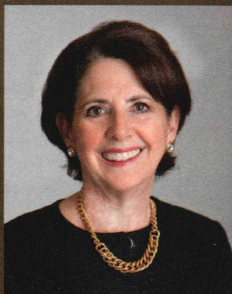




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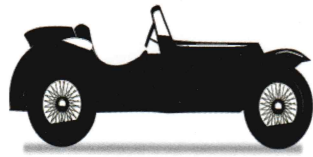
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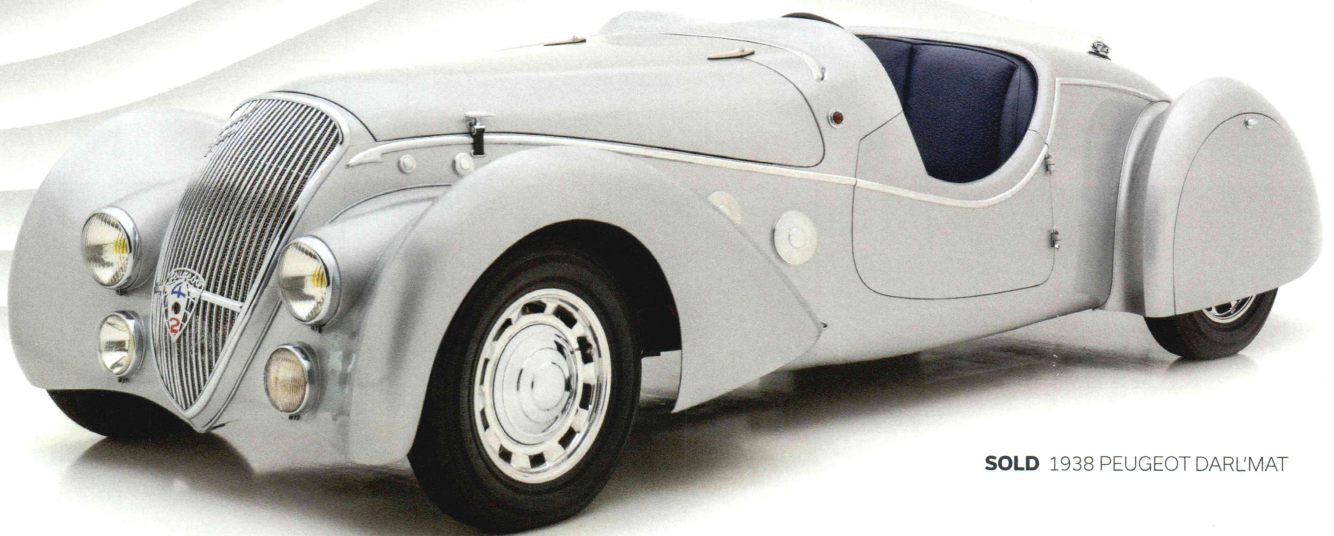
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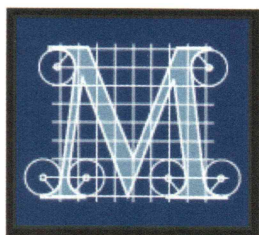


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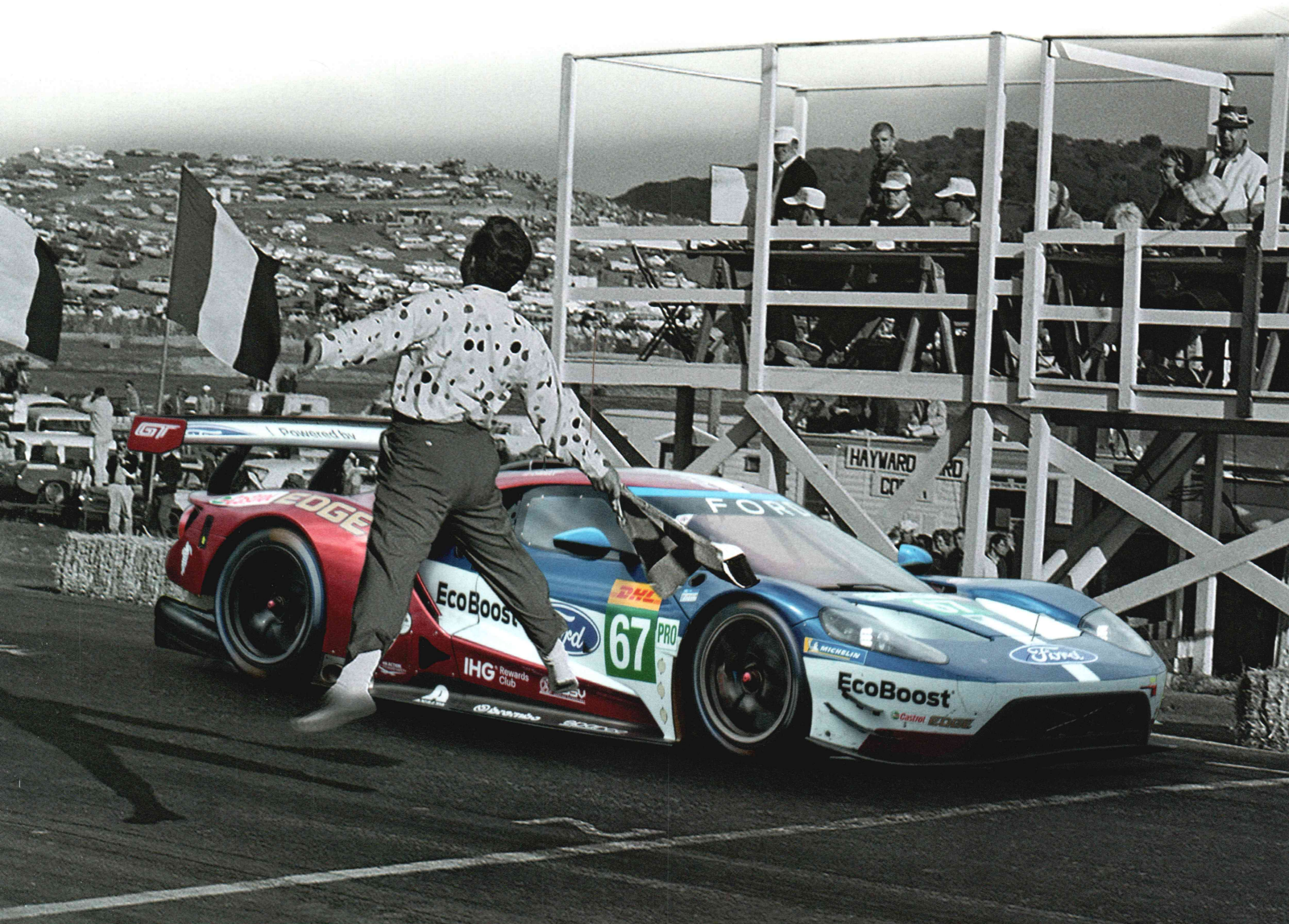
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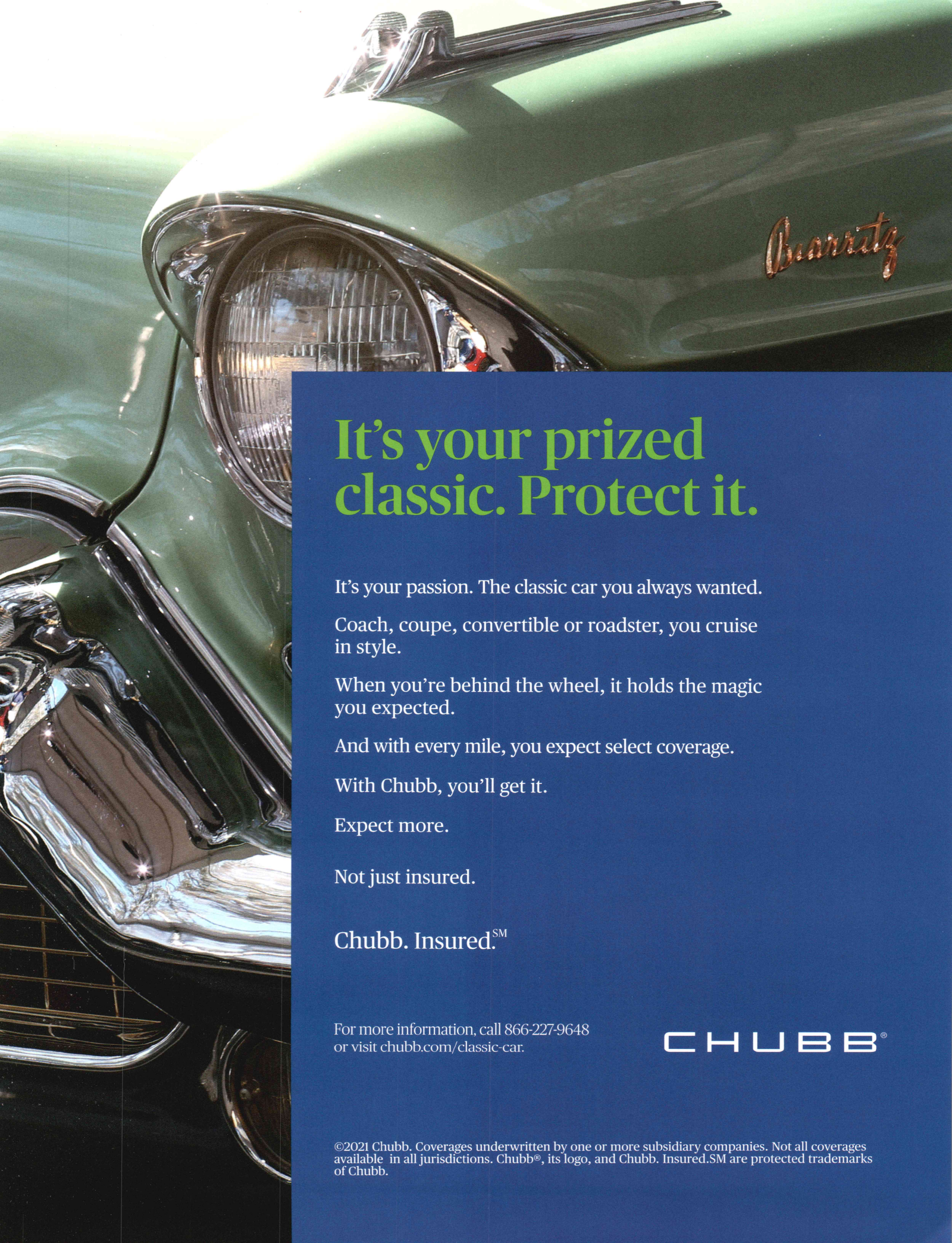


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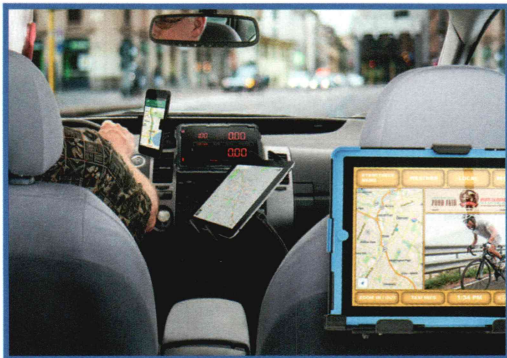
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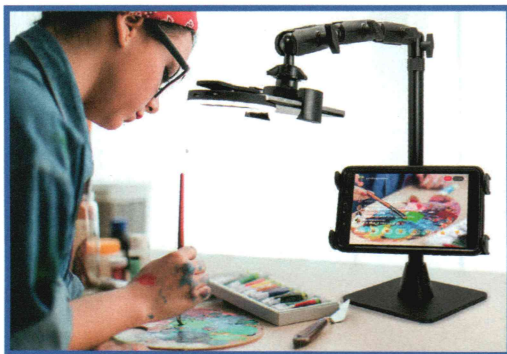
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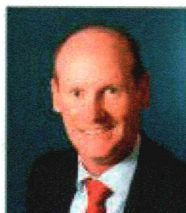
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